HBPP

HISTORIC BUILDING PRESERVATION PLAN

ALAMEDA FEDERAL CENTER

620 CENTRAL AVENUE
ALAMEDA, CALIFORNIA

GSA PROJECT NO. ZCA81272

Prepared By:

Page & Turnbull, Inc.
San Francisco

100% Submittal
FEBRUARY 23, 1996

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HISTORIC BUILDING PRESERVATION PLAN

COMPREHENSIVE BUILDING REPORT

The General Services Administration (GSA) manages a tremendous number of historic buildings and, like all Federal Agencies, has an obligation to administer these cultural properties under its control in a spirit of stewardship and trusteeship for future generations. The Historic Building Preservation Plan (HBPP) was developed in response to GSA's need for a comprehensive plan for these structures.

The HBPP generally has three steps with each step providing a sound basis for the next. The first step is to identify the historic buildings and put them into a classification system which prioritizes them in relation to one another. Steps two and three deal with each building individually, with step two identifying and prioritizing significant interior and exterior areas, or zones, and step three identifying and rating the significant architectural elements of each zone, as well as providing maintenance and repair instructions.

HBPP collects and organizes data to meet the needs of the these three steps. Building data is gathered through a field inspection conducted by a team of architects and/or related professionals. This data is then entered into and managed through a computer program. This program contains data on agency buildings which is developed at the three levels of detail, called "Stages".

Stage I is the general identification information, including the background material necessary to establish a "frame of reference" for the building. It includes data on location, identification, size, codes and related programs.

Stage II involves the division of buildings into zones, or areas of varying importance for historical and architectural reasons. Stage II contains both descriptive information and drawings to identify the areas.

Stage III is the identification, evaluation and description of individual architectural features or elements within each established zone. Stage III also identifies deficient elements, and allows work recommendations and cost estimates to correct these deficiencies. The elements are organized into several divisions, such as Exterior, Interior, or Electrical, and are cross-referenced to Construction Specifications Institute (CSI) Divisions for compatibility with standard design and construction terminology. It is the data in Stage III which begins to address the agency's information needs for its buildings.

The data collected by HBPP can be reported in a variety of ways depending on the needs of the user. A Comprehensive Building Report is the most complete report available of the data collected. It is organized into two parts: graphic documentation and written information. Photographs and floor plans of the building as it existed at the time of the inspection plus the zoned building plans make up the graphic documentation. The written information is provided by the computer generated report and is broken down into the three stages listed above. Within each of these stages are a number of terms and abbreviations which must be understood by the user of this report.

STAGE 1 — GENERAL INFORMATION

Most of the information found in the first few pages of the computer generated report is, for the most part, quite straightforward having been in the government lexicon for a number of years. A few, however, need explanation.

UTM COORDINATES - Listed under Building Address, this entry represents the 15 digit Universal Transverse Mercator coordinate that defines the location of the building and is now used instead of latitude and longitude coordinates.

NR - National Register of Historic Places.

NHL - National Historic Landmark.

HABS/HAER - Historic American Building Survey/Historic American Engineering Record.

HBPP/NR RATING - The objective of Stage I of HBPP is the ultimate classification of all GSA properties. The purpose of the classification is to establish a ranking of architectural and/or historical significance. The resulting database will be used by management as a tool to meet GSA responsibilities for identifying significant cultural resources under its control. HBPP/NR Rating, therefore, is a number from 1 to 8 which represents this classification. The definitions are as follows:

CLASS 1 - A building which is highly distinctive or unique. A National Historic Landmark or a National Register building of National significance.

CLASS 2 - A building on, or eligible for, the National Register at the National significance level. A typical example of a recognized architectural style, having all the primary features and details intact.

CLASS 3 - A building on, or eligible for, the National Register at the State or Local significance level.

CLASS 4 - A building which is potentially eligible for the National Register because it appears to meet the criteria, but which has not been listed or evaluated.

CLASS 5 - A building 50 years old or older which has not been evaluated for National Register eligibility.

CLASS 6 - 45-50 - Pending. A building 45 to 50 years old which is not eligible for the National Register, but with the passing of time may become eligible and needs re-evaluation.

CLASS 7 - A building which has been determined to be ineligible for the National Register.

CLASS 8 - Non-Historic.

STAGE II — BUILDING ZONES

Building zones establish the framework for the operation, maintenance and rehabilitation of an individual building by dividing the building into logical

areas consistent with their use, original design, public access, and integrity. The concept of zoning, while establishing a logical framework, is also consistent with techniques of original architectural programming, design and construction where, for example, primary facades often have richer detailing and materials than secondary, i.e. side and rear, facades. Interior spaces also are traditionally zoned into public, private and circulation spaces. Areas of public access, ceremony or authority often receive richer detailing and finer materials than do the more common areas.

The zoning of the building seeks to identify the difference between more and less significant interior and exterior building areas and assigns a numerical rating, or level, to each zone. The zone ratings establish management and treatment requirements for each zone, i.e. highly significant public spaces may be in a "preservation zone" where maintenance is tightly controlled and replacements are restricted. At the other end of the spectrum, larger, more private work areas may be subject to normal maintenance and open to a broader range of architectural modification. The treatment guidelines for each level convey the general principles of preservation to be applied within the zone.

SUMMARY OF ZONES:

Level 1 – Preservation Zone	Level 4 – Free Zone
Level 2 – Preservation Zone	Level 5 – Hazardous Zone
Level 3 – Rehabilitation Zone	Level 6 – Impact Zone

LEVEL 1 – PRESERVATION ZONE

Areas, both in plan and elevation, exhibiting unique or distinctive qualities, original materials or elements; or representing examples of skilled craftsmanship; or work of a known architect or builder; or associated with a person or event of preeminent importance. Level 1 areas may be distinguished from Level 2 areas by concentrations of detailing or "richness" of finish material and detail.

EXAMPLE: Spaces or areas of a building representing the highest degree of detailing and finish level such as the main lobby or public spaces as might be found in an office building or public building; the foyer and parlors of an historic residence; the offices of the most "important" tenants within a building or space such as a judge; assembly spaces such as a courtroom or a library reading room, etc.; or the primary building facade(s), i.e. that facade which is the most visible to the public.

GUIDELINE: The character and qualities of this zone should be maintained and preserved as the highest priority.

LEVEL 2 – PRESERVATION ZONE

Areas exhibiting distinguishing qualities or original materials and/or features; or representing examples of skilled craftsmanship.

EXAMPLE: Areas generally less rich in materials and detailing than the large public spaces rated Level 1. These may include circulation spaces, secondary offices, smaller meeting rooms, etc.; side elevations or elevations that are less subject to public view.

GUIDELINE: Every effort should be made to maintain and preserve the character and qualities of this zone.

LEVEL 3 – REHABILITATION ZONE

Areas which are modest in nature, void of highly significant features, material or conditions, but which may be original and maintained at an acceptable level.

EXAMPLE: Secondary and tertiary spaces generally including storage rooms, kitchens, work rooms, mechanical rooms, and areas generally out of public view; rear elevations which are rarely seen or are service entrances.

GUIDELINE: Undertake all work in this zone as sensitively as possible; however, contemporary methods, materials, and designs may be selectively incorporated.

LEVEL 4 – FREE ZONE

Areas not subject to the above three categories and whose modification would not represent loss of character, code violation or intrusion to an otherwise historically significant structure.

EXAMPLE: A recently constructed freestanding concrete block structure, not visible by the public, built to accommodate a new boiler; or generally undistinguished repetitive areas such as open offices; elevations of newer additions to historic buildings which are not already significant in themselves.

GUIDELINES: Treatments in this zone, while sympathetic to the historic qualities and character of the building, may incorporate extensive changes or total replacement through the introduction of contemporary methods, materials and designs.

LEVEL 5 – HAZARDOUS ZONE

Areas exhibiting hazardous materials or conditions.

EXAMPLE: Exposed materials such as asbestos, flammable liquids or lead paint. Hazardous conditions such as high voltage equipment (transformers), elevator equipment and exhaust fans. Required exit through a mechanical room.

GUIDELINE: Special treatments in this zone are probably not required.

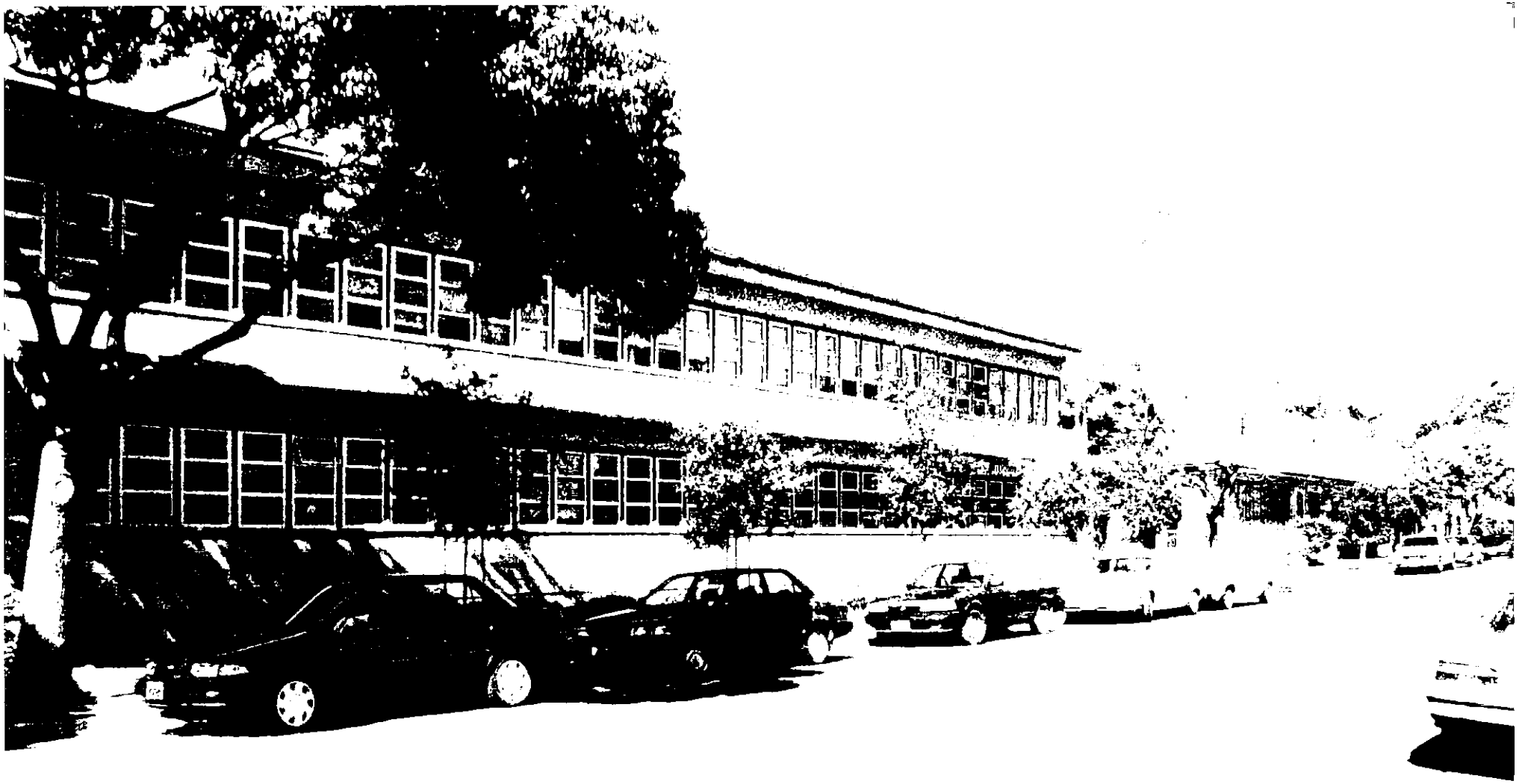
LEVEL 6 – IMPACT ZONE

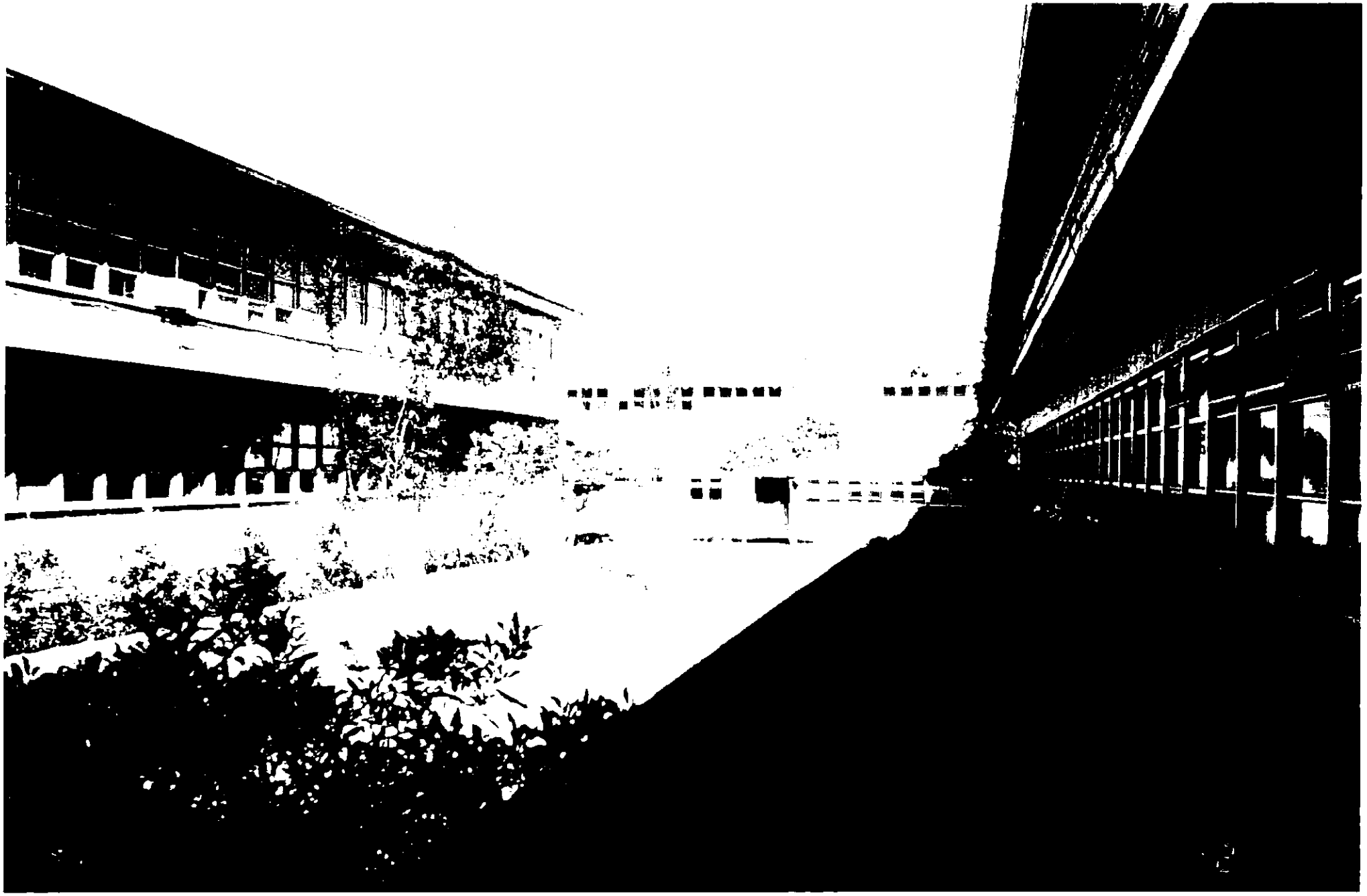
Areas which are improperly used and may result in code violations or areas insensitively adapted and have resulted in a general loss of character and/or loss of significant historic fabric or features.

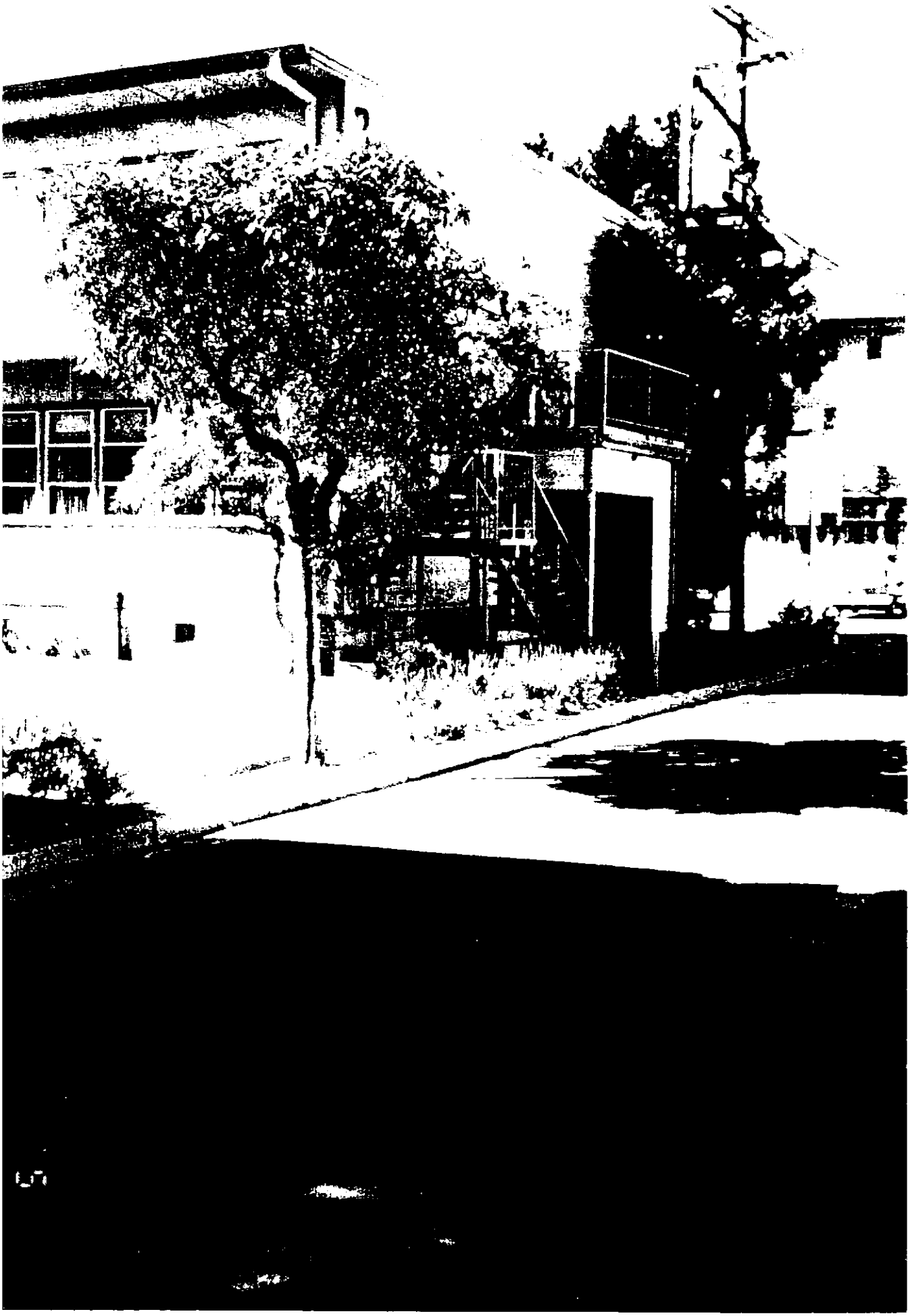
EXAMPLE: Corridor walls constructed from non-rated materials creating potential fire hazard. Large stylistically distinctive public spaces such as a lobby or ballroom which has been subdivided into smaller spaces using full height permanent partitions and which results in a loss of character; spaces which have been insensitively rehabilitated using modern materials such as prefinished wall panels over original decorative materials; or important elevations which have been insensitively modified.

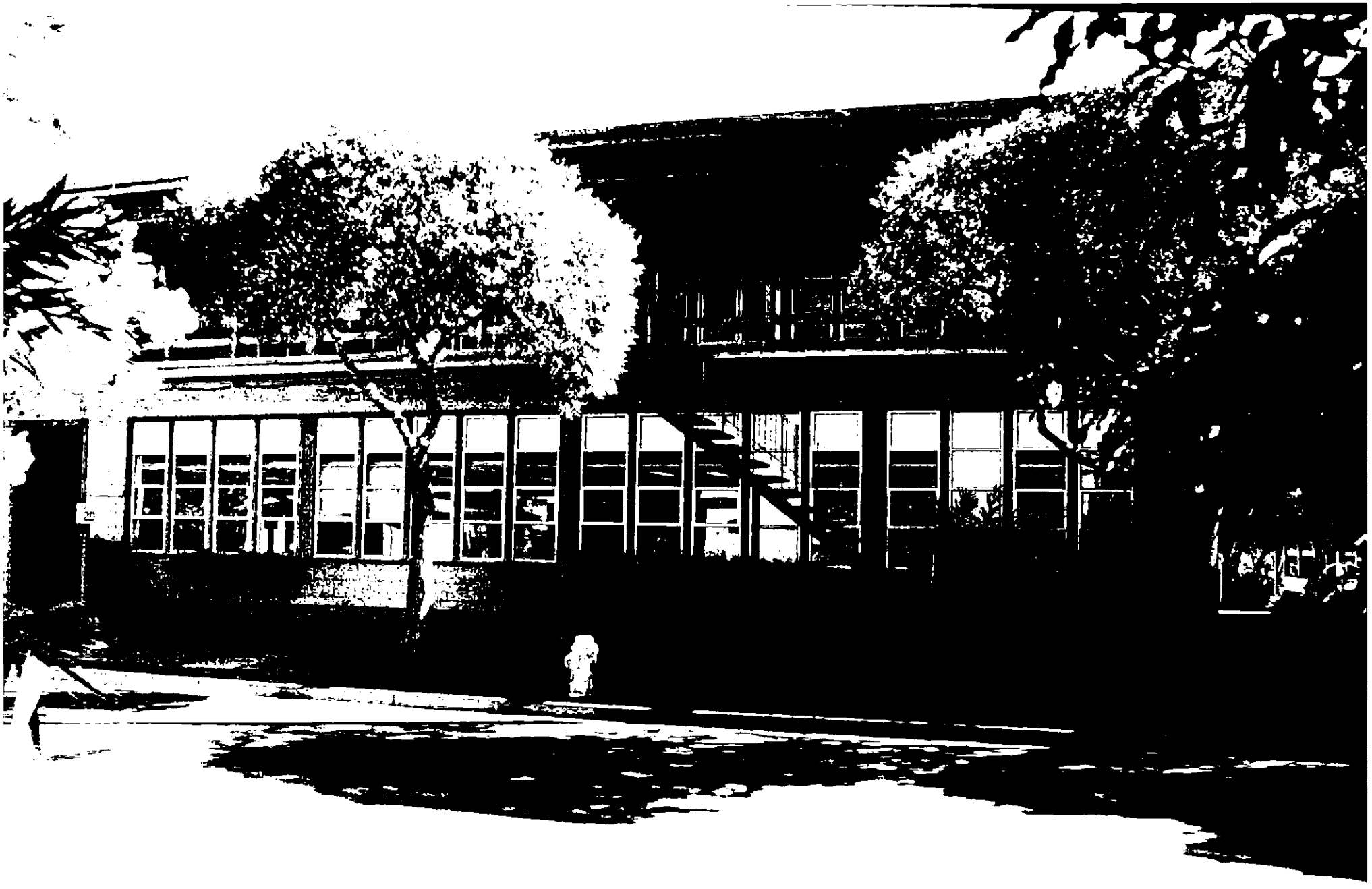
GUIDELINE: Deficiencies in this zone should be corrected and loss of character, fabric, and/or features should be mitigated where possible.

COLOR XEROXES







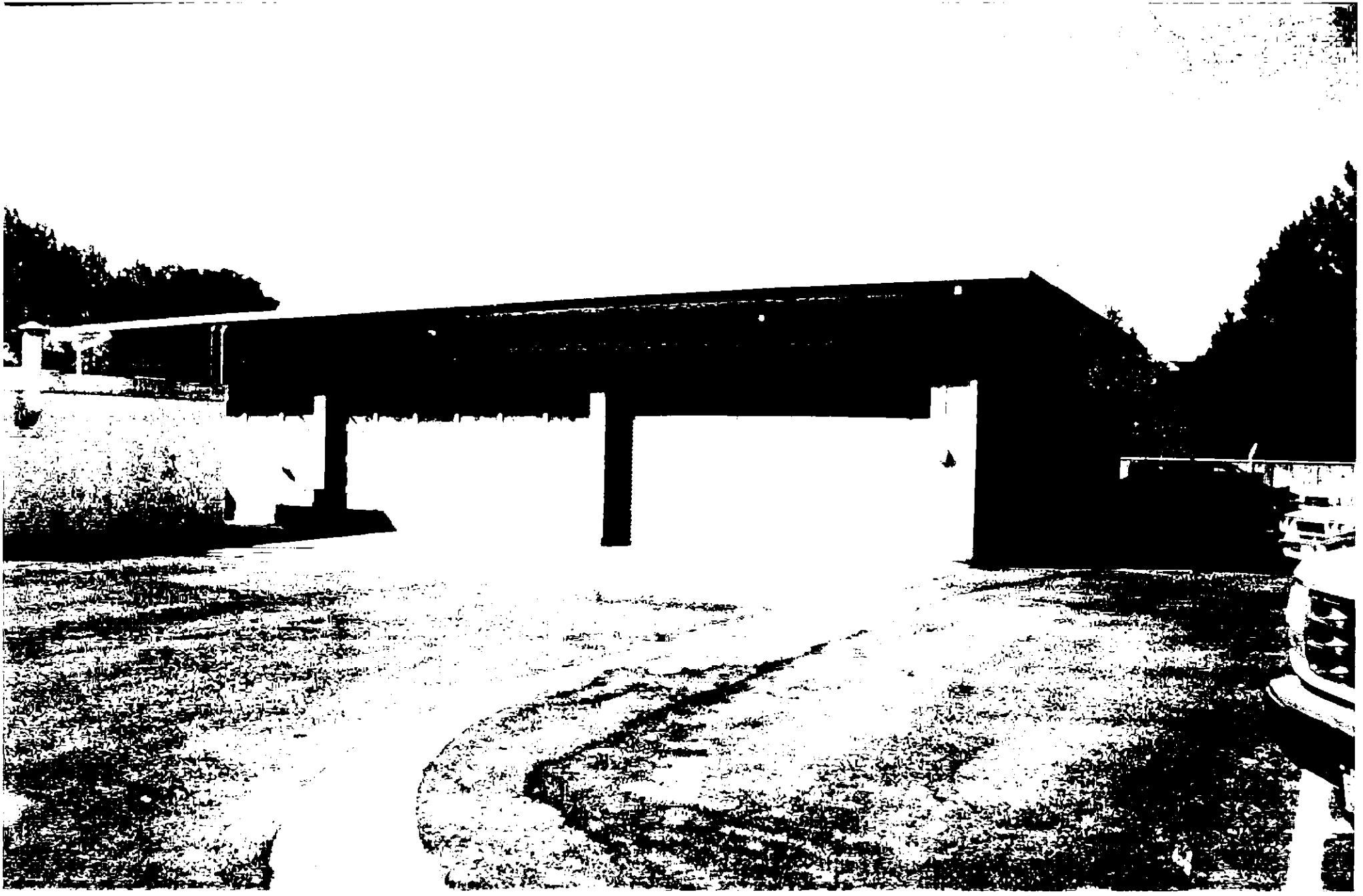


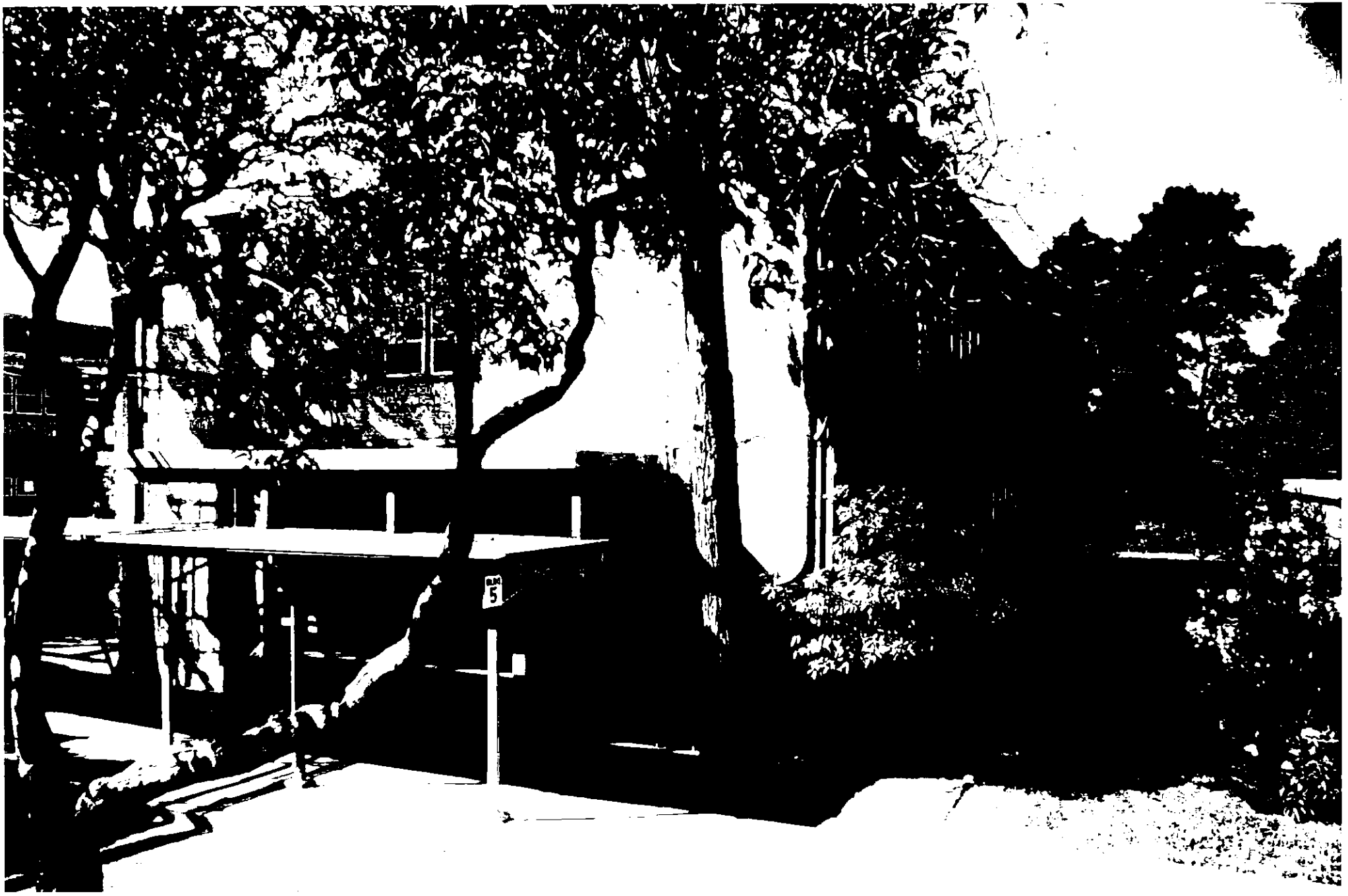
Alameda Federal Center, Alameda
Building No. CA0769KK
Slide No. CA0769D
South East Elevation

Alameda Federal Center, Alameda
Building No. CAC767KS
[illegible]
South West Elevation

Alameda Federal Center, Alameda
Building No. CA176BK
Sheet No. CA176B01
South Elevation

Alameda Federal Center, Alameda
Building [illegible]
[illegible]
[illegible]

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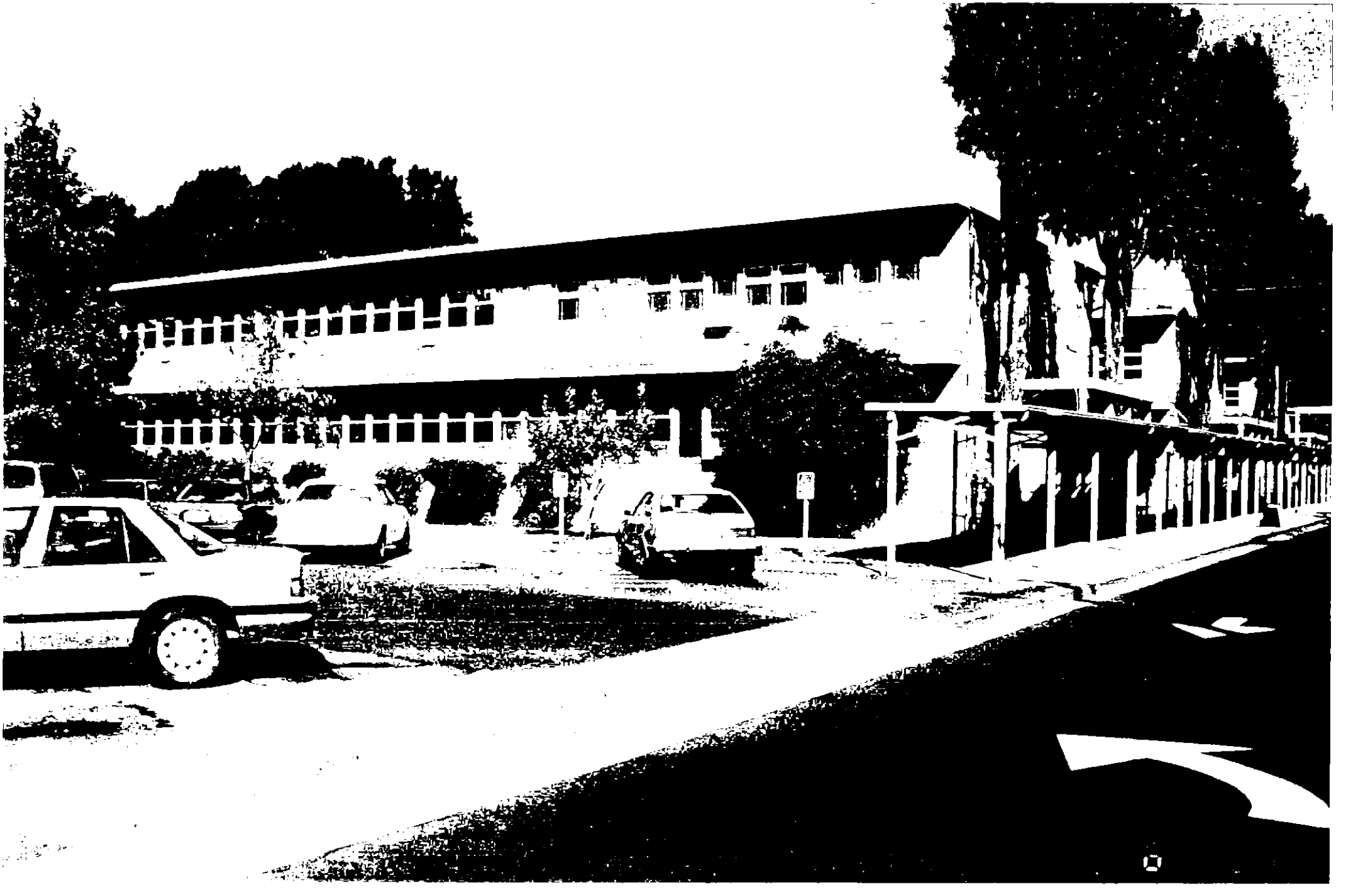
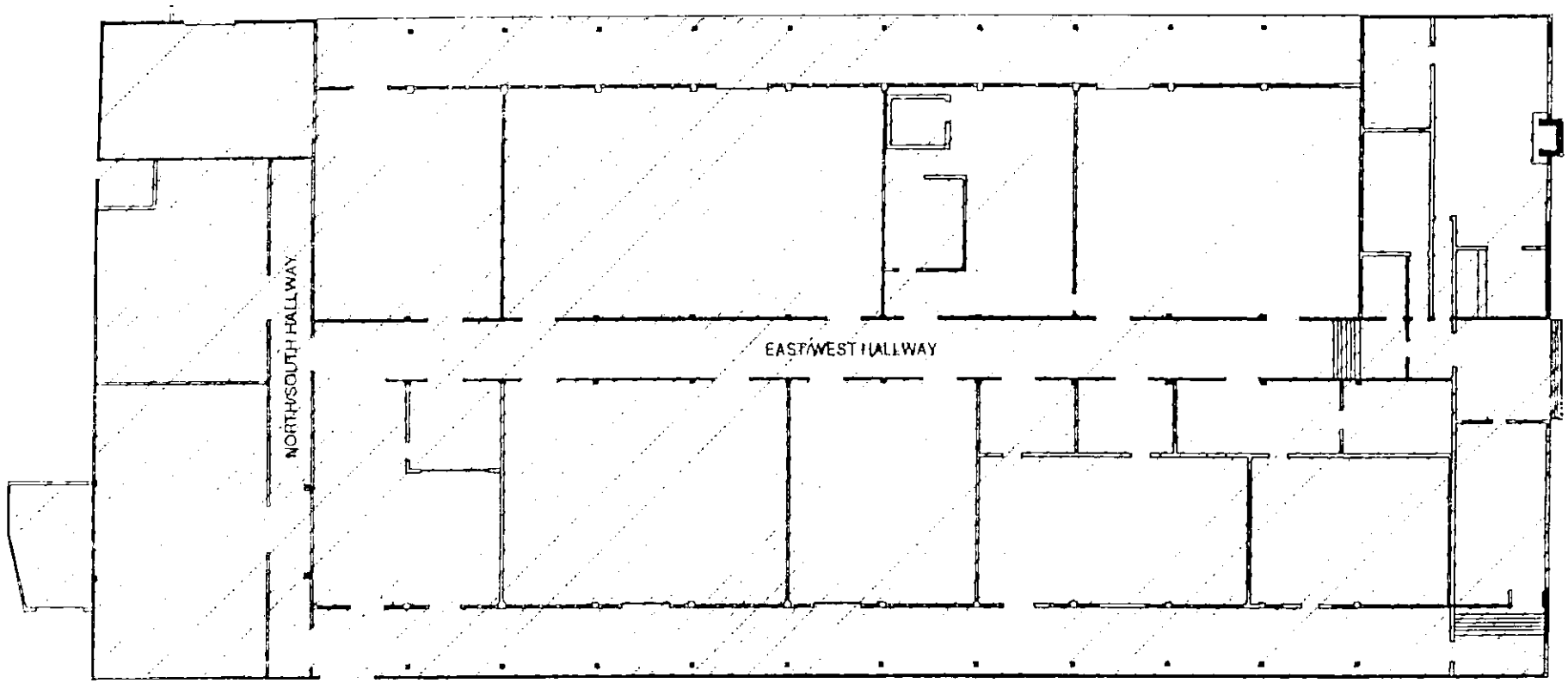


ZONED BUILDING PLANS

N. CRESSEY DRIVE



S. CRESSEY DRIVE

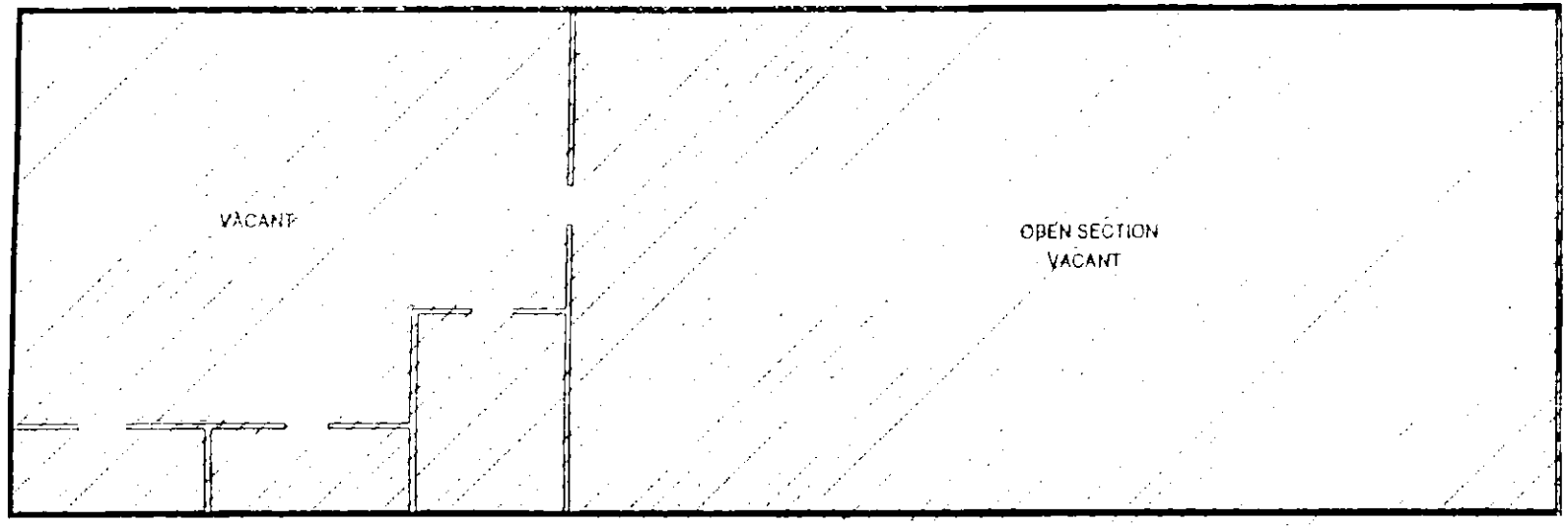
NOTE: ROOM SIZES AND PARTITIONS ARE APPROXIMATE AND MAY VARY.

ALAMEDA FEDERAL CENTER
620 CENTRAL AVENUE
ALAMEDA, CALIFORNIA

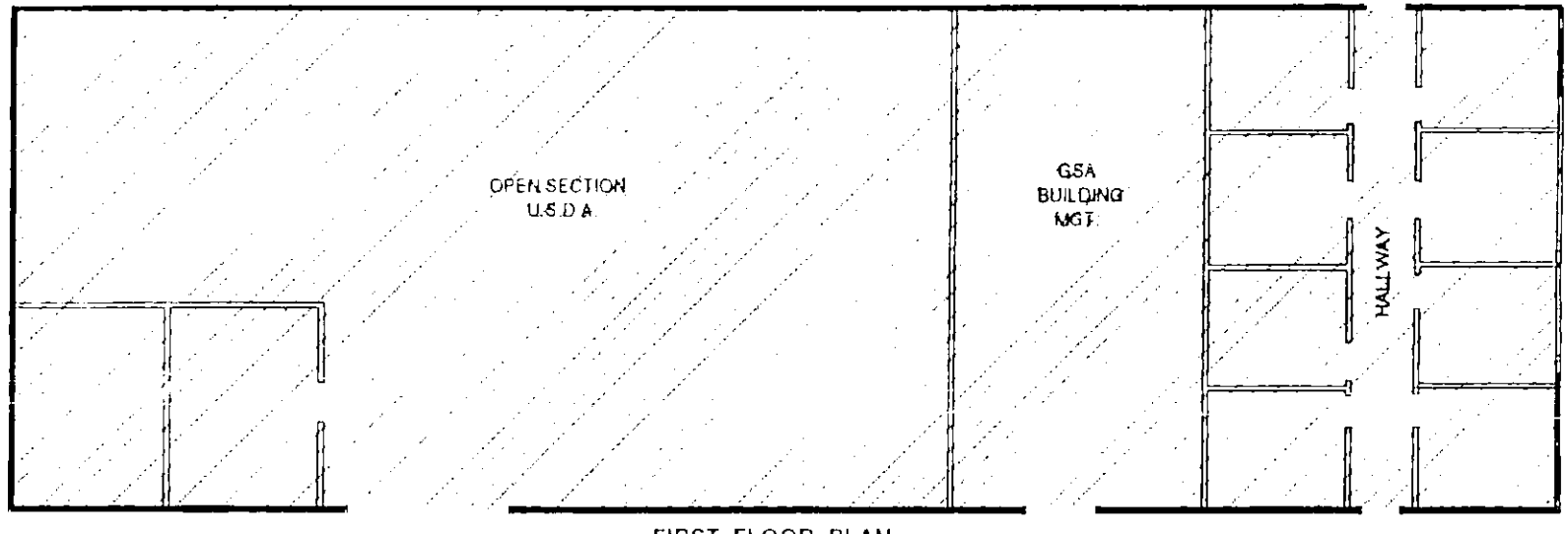
SCALE 1/16" = 1'-0"

N

EXISTING BUILDING CONDITIONS ALAMEDA FEDERAL CENTER BUILDING CA0761KK	FLOOR PLAN - BUILDING NO. 1	ZONE 4



SECOND FLOOR PLAN



FIRST FLOOR PLAN

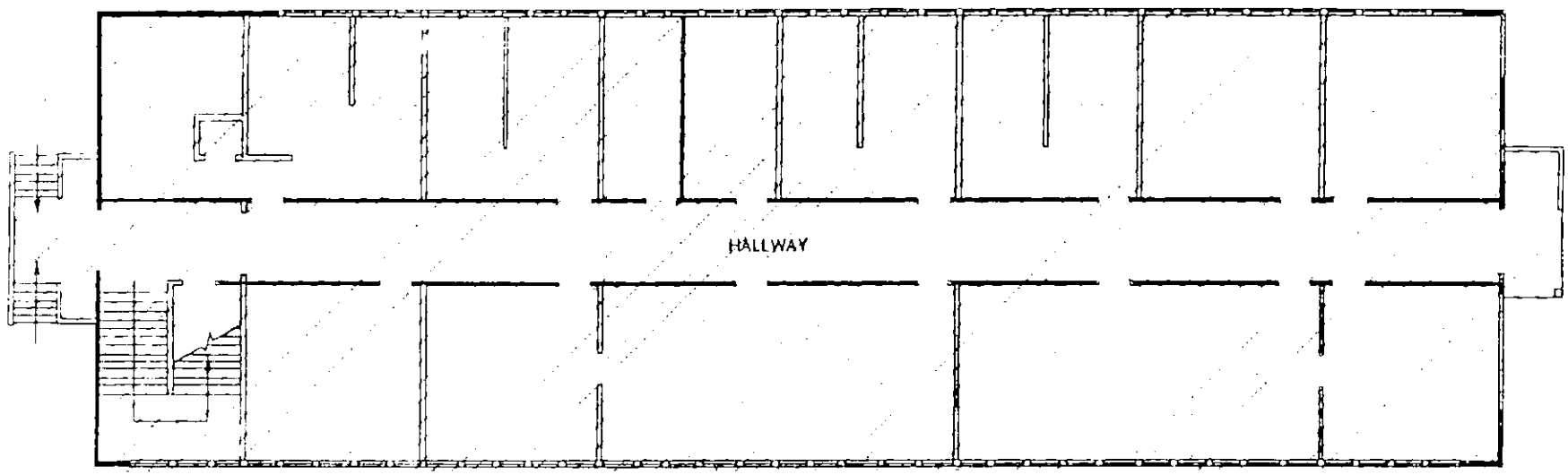
NOTE: ROOM SIZES AND PARTITIONS ARE APPROXIMATE AND MAY VARY.

N

SCALE 1/16" = 1'-0"

ALAMEDA FEDERAL CENTER
620 CENTRAL AVENUE
ALAMEDA, CALIFORNIA

EXISTING BUILDING CONDITIONS ALAMEDA FEDERAL CENTER BUILDING CA0773F	FLOOR PLAN - BUILDING NO. 2D	ZONE 4



NOTE: ROOM SIZES AND PARTITIONS ARE APPROXIMATE AND MAY VARY.

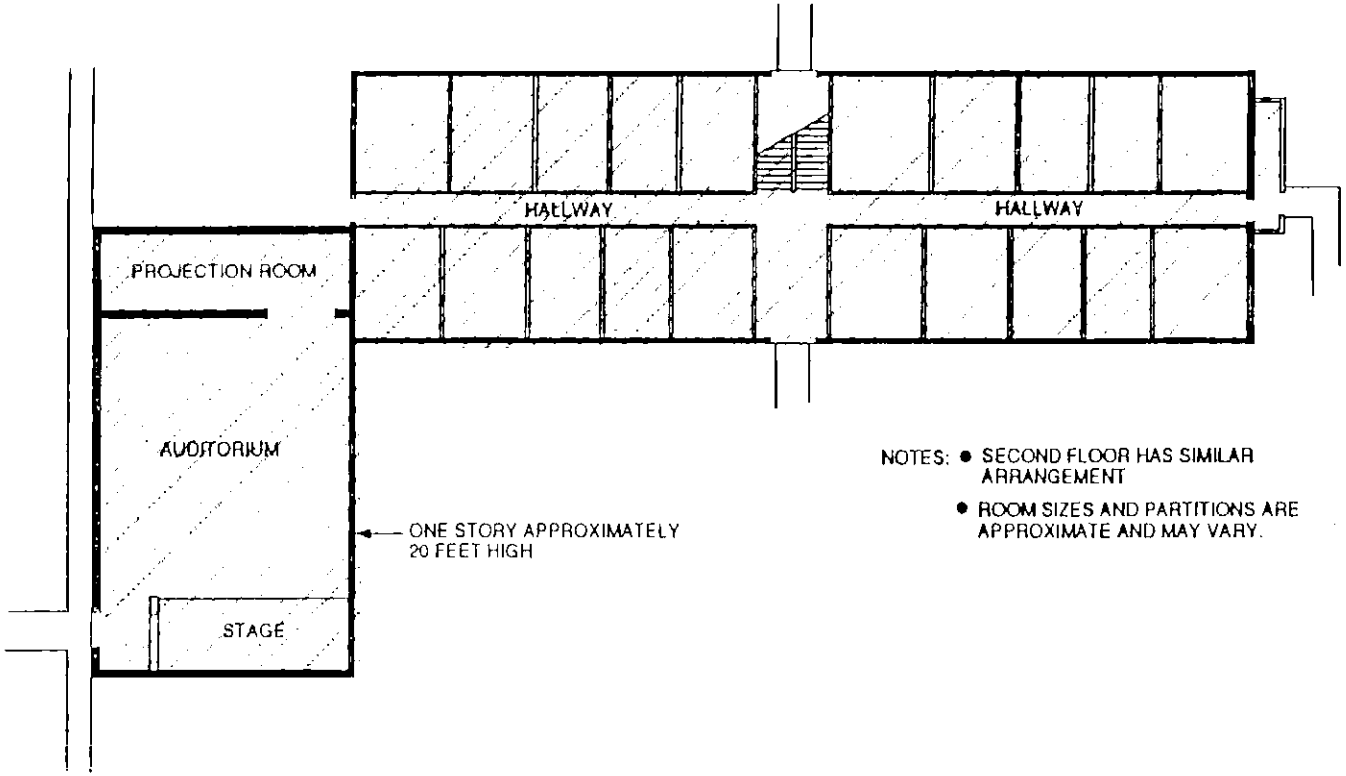
ALAMEDA FEDERAL CENTER
620 CENTRAL AVENUE
ALAMEDA, CALIFORNIA

SCALE 1/16" = 1'-0"

EXISTING BUILDING CONDITIONS
ALAMEDA FEDERAL CENTER
BUILDINGS 2A-CA0762KK,
2B-CA0763KK, 2C-CA0765KK,
2E-CA0769KK, 2F-CA0767KK,
2G-CA0765KK, 5-CA0770KK,
6-CA0771KK & 7-CA0772KK

FLOOR PLAN - TYPICAL FIRST AND SECOND FLOORS FOR BUILDINGS NO. 2A, 2B, 2C, 2E, 2F, 2G, 5, 6 AND 7

ZONE 4

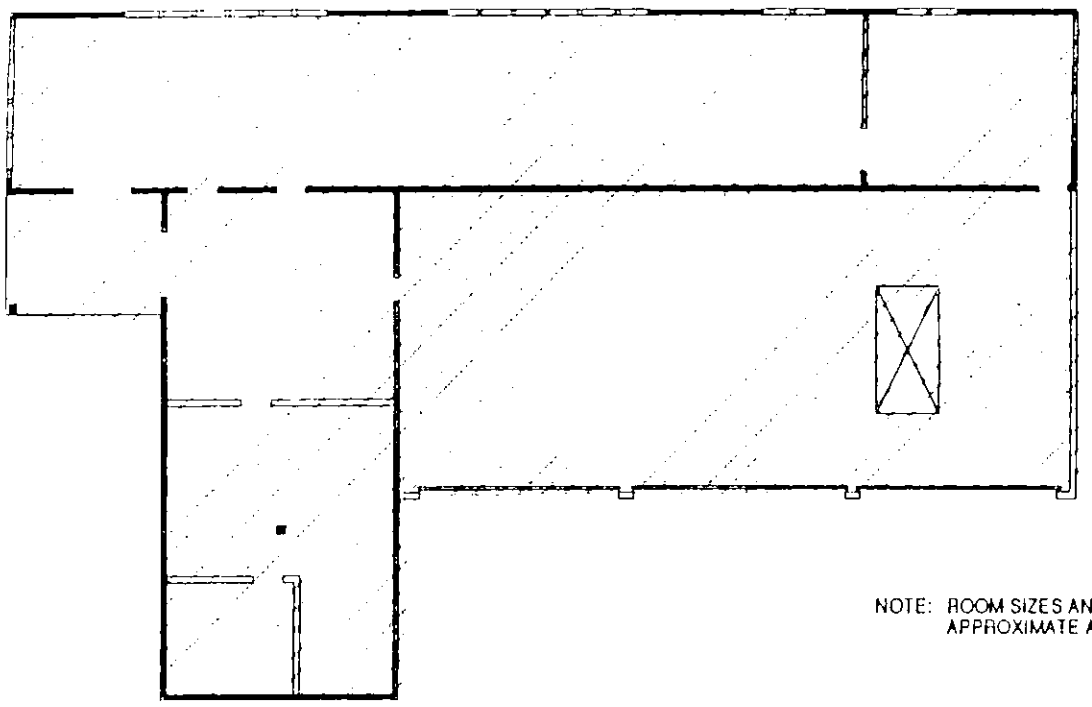


ALAMEDA FEDERAL CENTER
620 CENTRAL AVENUE
ALAMEDA, CALIFORNIA

SCALE 1/16" = 1'-0"

N

EXISTING BUILDING CONDITIONS ALAMEDA FEDERAL CENTER BUILDING CA0764KK	FLOOR PLAN - BUILDING NO. 3	ZONE 4



NOTE: ROOM SIZES AND PARTITIONS ARE APPROXIMATE AND MAY VARY.

ALAMEDA FEDERAL CENTER
620 CENTRAL AVENUE
ALAMEDA, CALIFORNIA

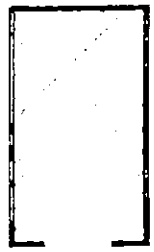
SCALE 1/16" = 1'-0"

N

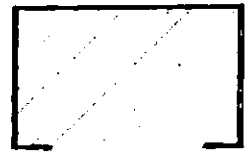
EXISTING BUILDING CONDITIONS
ALAMEDA FEDERAL CENTER
BUILDING CA0766L

FLOOR PLAN - BUILDING NO. 4

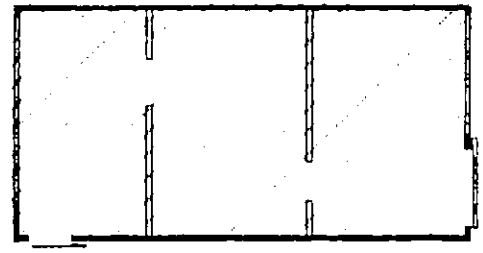
ZONE 4



BUILDING NO. 10



BUILDING NO. 9



BUILDING NO. 8

NOTE: ROOM SIZES AND PARTITIONS ARE APPROXIMATE AND MAY VARY.

ALAMEDA FEDERAL CENTER
620 CENTRAL AVENUE
ALAMEDA, CALIFORNIA

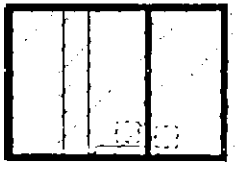
SCALE 1/16" = 1'-0"

N

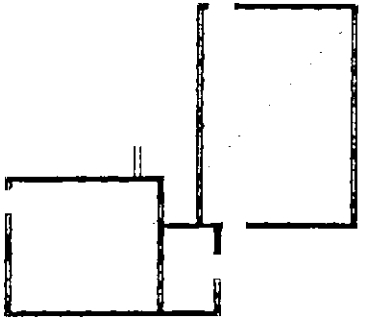
EXISTING BUILDING CONDITIONS
ALAMEDA FEDERAL CENTER
BUILDINGS 8-CA0774KK,
9-CA0776KK & 10-CA0775KK

FLOOR PLANS - BUILDINGS NO. 8, 9 AND 10

ZONE 4



SUMP & PUMP UNDER BLDG. 12



BUILDING NO. 12

NOTE: ROOM SIZES AND PARTITIONS ARE APPROXIMATE AND MAY VARY.

ALAMEDA FEDERAL CENTER
620 CENTRAL AVENUE
ALAMEDA, CALIFORNIA

SCALE 1/16" = 1'-0"

N

EXISTING BUILDING CONDITIONS ALAMEDA FEDERAL CENTER BUILDING CA0777KK	SUMP AND FLOOR PLAN - BUILDING NO. 12	ZONE 4

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--BUILDING ADDRESS----------

620 Central Avenue
Alameda, CA 94501

LOCATION : McKay Ave. and S. Cressy Dr.
COUNTY : Alameda
ELEVATION : 0 FT
UTM COORDINATES : 03/563640/4180300

--HISTORICAL INFORMATION----------

HBPP/NR Rating : 5 - 50+ Undetermined
DATE OF CONSTRUCTION : 1942-1943
NATIONAL REGISTER NO.:
NR DATE OF DECISION : / /
HABS/HAER NUMBER :
HSR : No
ARCHITECT : Unknown
STYLE : Modernistic

HISTORIC FUNCTIONS : Trade

CURRENT FUNCTIONS : Research Facility (Lab/Obsv.)

--SIZE INFORMATION----------

TOTAL FLOOR AREA	32,928 SF	PERIMETER LENGTH	680 LF
FIRST FLOOR AREA	2 SF	HEIGHT	22 FT
FINISHED BASEMENT	0 SF	NUMBER OF STORIES	1
UNFINISHED BASEMENT	0 SF	NUMBER OF ROOMS	24
ROOF AREA	24,500 SF	OCCUPIABLE	15,223 SF

--BUILDING CODE INFORMATION----------

APPLICABLE CODES : UBC
ADA
NFPA

SEISMIC ZONE : 4 - Critical Damage
CONSTRUCTION TYPE : 5 - Type V - Wood Frame Construction
OCCUPANCY CLASS : Business
NO. OF OCCUPANTS : 0

--GSA INFORMATION----------

BUILDING TYPE : Federal Center
LAST BER : 11/06/95
QUALITY INDEX : 0

--APPRAISAL INFORMATION----------HBPP STAGE II ZONES----------

REPLACEMENT COST : 289,766
APPRAISAL YEAR : 1996
APPRAISAL SOURCE : Marshall Valuation Servic
OUTLEASE AMOUNT : 0
PERCENTAGE OCCUPIED : 0%

ZONE 1:	0	ZONE 4:	2
ZONE 2:	0	ZONE 5:	0
ZONE 3:	0	ZONE 6:	0

--E X E C U T I V E S U M M A R Y----------

SIGNIFICANCE

A report prepared concurrent with this HBPP provides supporting materials for the nomination of the Federal Center to the National Register of Historic Places. Text sections of these supporting materials are included as appendices to this HBPP. The final decision concerning the Center?s eligibility is the responsibility of the "Keeper of the Register". However, these supporting materials find that, since the surviving complex of buildings is but a remnant, and as each of the surviving, original buildings within the Center has been substantially altered, the Federal Center may not retain sufficient integrity to be determined eligible.

Under National Register criterion A for the period 1943 to 1946, the Maritime Officers School, Alameda appears to possess significance as one of two officer schools of the U.S. Maritime Service during World War II. The Maritime Service played a key role in the war, training officers and seamen to operate the merchant fleet, described as "the lifeline of democracy" supplying overseas troops. Alameda provided a total of 6,513 officers.

The essential physical features of the property could be divided into two groups: the working buildings and the living buildings. The living buildings included barracks, mess hall, firehouse, infirmary, garage, and store, all having to do with the routine necessities of any community. The working buildings and features included administration, auditorium, indoor swimming pool, parade ground, seamanship building, night-vision classroom, anti-aircraft building, the mast assembly, the pier, the engineering building, and the academic building. Of these two groups, the working buildings and features have a more direct relation to the significance of the property. This is especially true of those buildings whose purpose was uniquely related to the special nature of the school's training its maritime training. These are the indoor swimming pool, the seamanship building, the night-vision classroom, the anti-aircraft building, the mast assembly, the pier, the engineering building, and the academic building. Of these, only the seamanship building, the engineering building, and the academic building survive. These constitute an inadequate fragment of the whole to convey its significance as a district.

Through demolitions, there is a loss of integrity of design, materials, feeling, and association. Through redevelopment of much of the site, there is a loss of integrity of setting, feeling, and association.

Individually, the buildings of greatest potential significance are those especially designed for maritime training. The academic building, which was the center of training for deck officers, and the engineering building, which was the center of training for officers in the engineering department, like the other buildings on the G.S.A. property, have been painted and most windows have been replaced. In addition, the specialized interior of the engineering building has been remodelled and subdivided. These buildings have also lost integrity.

Under National Register criterion C for the period 1943, the Maritime Officers School, Alameda appears to possess significance for its design as a rare example of an early modern campus design, as a large example of a Bay Region style complex, and as an exemplification of World War II planning and design.

The essential physical features are the plan of streets and open space, including the parade ground; all the buildings, which were designed as a harmonious whole with asbestos-cement siding, brown walls and white trim; the mast assembly and the pier. Nearly half of the major buildings including the two largest have been

demolished; the character of the open space has changed some has been developed; and every building on G.S.A. property has been painted and has had windows replaced.

As a district under criterion C, there is a loss of integrity of design, materials, feeling, and association through demolitions and new development, and through a new color scheme and replacement of original windows with aluminum sash. As individual buildings, because the complex was designed as a whole without strong focal buildings, none of those on G.S.A. property stand out. All have lost integrity through painting and window replacement.

For the period of the Korean War, from 1950 to 1953, the Maritime Officers Training Station, Alameda appears to possess significance under National Register criterion A for its contribution to the Korean War. It may also possess exceptional significance under criteria consideration G, essential for eligible properties under 50 years of age. As in World War II, the station was associated with the critical effort to supply troops.

As above, there is a loss of integrity through demolitions and remodeling which render the property ineligible as a district. Using "Interim Guidance" Treatment of Cold War Historic Properties for U.S. Air Force Installations" (June 1993) as a reference, the individual structures on G.S.A. property which are eligible for consideration are those directly related to the mission of the property: the academic building and the engineering building. As above, these have lost integrity through substantial remodeling since the end of the period of significance, and they are not eligible.

ARCHITECTURAL DESCRIPTION

The Alameda Federal Center comprises a remnant of the U.S. Maritime Service Officers School, Alameda. The school was designed in 1942 by U.S. Coast Guard engineers and constructed in 1942-43 on a 32-acre site. Closed in 1953 and deactivated in 1954, the site was declared surplus in 1957. Most of the property was sold in 1961 and many of the buildings were subsequently demolished. The federal government retained ownership of a portion of the former campus containing the original barracks, mess hall, several academic buildings, and miscellaneous other structures. Known as the Alameda Federal Center, this 7.6-acre facility provides leased office and laboratory space to a wide variety of federal agencies. The siting of the Federal Center is organized by streets and drives adjacent to and within the property. Although interconnected by a series of covered walkways, the Federal Center buildings are individual structures, separated by streets and landscaped grounds. All original buildings in the Federal Center are one or two-story wood frame structures, with concrete perimeter foundation walls; flat, built-up roofs; cement-asbestos shingle siding; flat wood trimwork; and aluminum windows. The covered walkways are wood post-and-beam construction, again with flat, built-up roofs. Second Floor exterior exit stairs throughout the complex, either added or replacing original wood stairs during the 1980s, are of lightweight steel and concrete, with steel guardrails. Landing and entry structures, including short flights of stairs up to the First Floor, are wood frame with wood finish materials. Originally wood panel doors, all exterior doors are now aluminum and glass.

Building 1 is one-and-a-half-stories, located at the northern extent of the property. It is one of two entirely freestanding buildings within the central complex. Its length is oriented east-west with a front entrance, itself a rather unique feature for these buildings, on McKay. Another internal drive, North Cressy, runs behind the building at the northern boundary of the property. Building 1 has a full length dock along this drive. The building is distinct within the Center as it has been converted from what was originally engineering shops to one which now houses technical laboratories operated by the U.S. Food and Drug Administration. Originally an elongated I-shaped building plan with an appendage at the west end. The south facing recessed bay, originally a dock similar to that on the north side, was infilled during the late-1980s with new laboratory support space. Other primary changes include the conversion of the original full height, clerestoried shop space to the

current one-and-a-half story configuration, with subdivided laboratory space on the First Floor and a mechanical loft housing laboratory, ventilation and distillation equipment in the attic. Another original shop space at the building?s west end was converted to a loading and receiving area for the labs. The boiler room for the original facility, attached to the west end of Building 1, has since been demolished, and the current two-story appendage at this end currently houses mechanical equipment.

--D O C U M E N T A T I O N----------

--M A J O R I M P R O V E M E N T S / M O D I F I C A T I O N S----------

DATE: 1942-1943 CONSTRUCTION: Built DESCRIPTION: Original Construction
COST: 0 CONTRACTOR/DESIGNER: Unknown OCCUPATION: Architect

RECORDED IMPROVEMENT/MODIFICATION COSTS: $0

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--I N S P E C T I O N T E A M I N F O R M A T I O N----------

DATE OF INSPECTION: 10/12/95

INSPECTION TEAM

(1) Mark Hulbert
Project Architect
Page & Turnbull, Inc.
724 Pine Street
San Francisco, CA 94108
(415) 362-5154
AREAS: All
INSPECTION TIME: 8.0 hrs.
REPORT TIME: 4.0 hrs.

(2) Sheri Williams
Intern architect
Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154
AREAS: All
INSPECTION TIME: 8.0 hrs.
REPORT TIME: 140.0 hrs.

(3)
AREAS:
INSPECTION TIME: 0.0 hrs.
REPORT TIME: 0.0 hrs.

DATA ENTRY

DATE OF DATA ENTRY: 02/22/96
NAME: Sheri Williams
ADDRESS: Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154

INSPECTION BACKGROUND

ZONE NUMBER	ZONE TITLE	NUMBER OF SLIDES
4A	EXTERIOR ELEVATIONS	2
4B	BUILDING INTERIORS	0

SLIDE	TITLE	SLIDE	TITLE
CA076101	EAST ELEVATION	CA076102	NORTH ELEVATION

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE
CA076101	EAST ELEVATION	CA076102	NORTH ELEVATION

ZONE NUMBER	ZONE TITLE
4A	EXTERIOR ELEVATIONS

Building 1 is a one-and-a-half story wood frame building, with concrete perimeter foundation walls; flat, built-up roof; cement-asbestos shingle siding; flat wood trimwork; and a combination of wood and aluminum windows. Its length is oriented east-west with a front entrance on McKay Avenue. Alongside this entrance is an original brick chimney. Building 1 has a full length dock at the north elevation. A similar dock original to its south elevation was infilled in the recent past to house new interior space. A two-story appendage at the west end houses mechanical equipment.

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE

ZONE NUMBER	ZONE TITLE
4B	BUILDING INTERIORS

Building 1 interiors have been seriously modified, with the original plan and most materials removed or altered. The building's structure appears to be the only original part of the building interior, consisting of built up wood columns and a truss system, exposed within the attic space. Existing First Floor materials include a drop ceiling, resilient flooring and fluorescent lighting.

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--BUILDING ADDRESS----------

620 Central Avenue
Alameda, CA 94501

LOCATION : McKay Ave. and S. Cressy Dr.
COUNTY : Alameda
ELEVATION : 0 FT
UTM COORDINATES : 03/563640/4180300

--HISTORICAL INFORMATION----------

HBPP/NR Rating : 5 - 50+ Undetermined
DATE OF CONSTRUCTION : 1941-1942
NATIONAL REGISTER NO.:
NR DATE OF DECISION : / /
HABS/HAER NUMBER :
HSR : No
ARCHITECT : Unknown
STYLE : Modernistic

HISTORIC FUNCTIONS : Institutional Housing

CURRENT FUNCTIONS : Government Office

--SIZE INFORMATION----------

TOTAL FLOOR AREA	9,154 SF	PERIMETER LENGTH	310 LF
FIRST FLOOR AREA	5,085 SF	HEIGHT	24 FT
FINISHED BASEMENT	0 SF	NUMBER OF STORIES	2
UNFINISHED BASEMENT	0 SF	NUMBER OF ROOMS	32
ROOF AREA	6,300 SF	OCCUPIABLE	5,819 SF

--BUILDING CODE INFORMATION----------

APPLICABLE CODES : UBC
ADA
NFPA

SEISMIC ZONE : 4 - Critical Damage
CONSTRUCTION TYPE : 5 - Type V - Wood Frame Construction
OCCUPANCY CLASS : Business
NO. OF OCCUPANTS : 0

--GSA INFORMATION----------

BUILDING TYPE : Federal Center
LAST BER : 11/06/95
QUALITY INDEX : 0

--APPRAISAL INFORMATION----------

REPLACEMENT COST : 80,555
APPRAISAL YEAR : 1996
APPRAISAL SOURCE : Marshall Valuation Servic
OUTLEASE AMOUNT : 0
PERCENTAGE OCCUPIED : 0%

--HBPP STAGE II ZONES----------

ZONE 1: 0
ZONE 2: 0
ZONE 3: 0
ZONE 4: 2
ZONE 5: 0
ZONE 6: 0

--E X E C U T I V E S U M M A R Y----------

SIGNIFICANCE

A report prepared concurrent with this HBPP provides supporting materials for the nomination of the Federal Center to the National Register of Historic Places. Text sections of these supporting materials are included as appendices to this HBPP. The final decision concerning the Center's eligibility is the responsibility of the "Keeper of the Register". However, these supporting materials find that, since the surviving complex of buildings is but a remnant, and as each of the surviving, original buildings within the Center has been substantially altered, the Federal Center may not retain sufficient integrity to be determined eligible.

Under National Register criterion A for the period 1943 to 1946, the Maritime Officers School, Alameda appears to possess significance as one of two officer schools of the U.S. Maritime Service during World War II. The Maritime Service played a key role in the war, training officers and seamen to operate the merchant fleet, described as "the lifeline of democracy" supplying overseas troops. Alameda provided a total of 6,513 officers.

The essential physical features of the property could be divided into two groups: the working buildings and the living buildings. The living buildings included barracks, mess hall, firehouse, infirmary, garage, and store, all having to do with the routine necessities of any community. The working buildings and features included administration, auditorium, indoor swimming pool, parade ground, seamanship building, night-vision classroom, anti-aircraft building, the mast assembly, the pier, the engineering building, and the academic building. Of these two groups, the working buildings and features have a more direct relation to the significance of the property. This is especially true of those buildings whose purpose was uniquely related to the special nature of the school's training its maritime training. These are the indoor swimming pool, the seamanship building, the night-vision classroom, the anti-aircraft building, the mast assembly, the pier, the engineering building, and the academic building. Of these, only the seamanship building, the engineering building, and the academic building survive. These constitute an inadequate fragment of the whole to convey its significance as a district.

Through demolitions, there is a loss of integrity of design, materials, feeling, and association. Through redevelopment of much of the site, there is a loss of integrity of setting, feeling, and association.

Individually, the buildings of greatest potential significance are those especially designed for maritime training. The academic building, which was the center of training for deck officers, and the engineering building, which was the center of training for officers in the engineering department, like the other buildings on the G.S.A. property, have been painted and most windows have been replaced. In addition, the specialized interior of the engineering building has been remodelled and subdivided. These buildings have also lost integrity.

Under National Register criterion C for the period 1943, the Maritime Officers School, Alameda appears to possess significance for its design as a rare example of an early modern campus design, as a large example of a Bay Region style complex, and as an exemplification of World War II planning and design.

The essential physical features are the plan of streets and open space, including the parade ground; all the buildings, which were designed as a harmonious whole with asbestos-cement siding, brown walls and white trim; the mast assembly and the pier. Nearly half of the major buildings including the two largest have been

demolished; the character of the open space has changed some has been developed; and every building on G.S.A. property has been painted and has had windows replaced.

As a district under criterion C, there is a loss of integrity of design, materials, feeling, and association through demolitions and new development, and through a new color scheme and replacement of original windows with aluminum sash. As individual buildings, because the complex was designed as a whole without strong focal buildings, none of those on G.S.A. property stand out. All have lost integrity through painting and window replacement.

For the period of the Korean War, from 1950 to 1953, the Maritime Officers Training Station, Alameda appears to possess significance under National Register criterion A for its contribution to the Korean War. It may also possess exceptional significance under criteria consideration G, essential for eligible properties under 50 years of age. As in World War II, the station was associated with the critical effort to supply troops.

As above, there is a loss of integrity through demolitions and remodeling which render the property ineligible as a district. Using "Interim Guidance" Treatment of Cold War Historic Properties for U.S. Air Force Installations" (June 1993) as a reference, the individual structures on G.S.A. property which are eligible for consideration are those directly related to the mission of the property: the academic building and the engineering building. As above, these have lost integrity through substantial remodeling since the end of the period of significance, and they are not eligible.

ARCHITECTURAL DESCRIPTION

The Alameda Federal Center comprises a remnant of the U.S. Maritime Service Officers School, Alameda. The school was designed in 1942 by U.S. Coast Guard engineers and constructed in 1942-43 on a 32-acre site. Closed in 1953 and deactivated in 1954, the site was declared surplus in 1957. Most of the property was sold in 1961 and many of the buildings were subsequently demolished. The federal government retained ownership of a portion of the former campus containing the original barracks, mess hall, several academic buildings, and miscellaneous other structures. Known as the Alameda Federal Center, this 7.6-acre facility provides leased office and laboratory space to a wide variety of federal agencies. The siting of the Federal Center is organized by streets and drives adjacent to and within the property. Although interconnected by a series of covered walkways, the Federal Center buildings are individual structures, separated by streets and landscaped grounds. All original buildings in the Federal Center are one or two-story wood frame structures, with concrete perimeter foundation walls; flat, built-up roofs; cement-asbestos shingle siding; flat wood trimwork; and aluminum windows. The covered walkways are wood post-and-beam construction, again with flat, built-up roofs. Second Floor exterior exit stairs throughout the complex, either added or replacing original wood stairs during the 1980s, are of lightweight steel and concrete, with steel guardrails. Landing and entry structures, including short flights of stairs up to the First Floor, are wood frame with wood finish materials. Originally wood panel doors, all exterior doors are now aluminum and glass.

Buildings 2A-C, 2E-G, 5, 6 & 7, are all matching barracks buildings, which were and are the one predominant building type at the Center. The six buildings adjoining Building 2D, collectively called the 2-series, are all matching "barracks-type" buildings, which were and are the one predominant building type at the Federal Center. All of the original nine of these buildings remain, each of which has been converted to office uses. The six buildings in the 2-series are one of two distinct groups of this type, the other group consisting of Building 5, 6 and 7, which are aligned side-to-side at the west-central portion of the property across Richardson Drive. The original barracks buildings are each two-story, long, rectangular buildings with exterior stairs and landings at their short end, and with at least one end connected to the system of covered walkways. The original wood stair and landings have been replaced with new wood, but most of concrete and steel.

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--D O C U M E N T A T I O N----------

--M A J O R I M P R O V E M E N T S / M O D I F I C A T I O N S----------

DATE: 1941-1942 CONSTRUCTION: Built DESCRIPTION: Original Construction
COST: 0 CONTRACTOR/DESIGNER: Unknown OCCUPATION: Architect

RECORDED IMPROVEMENT/MODIFICATION COSTS: $0

--INSPECTION TEAM INFORMATION----------

DATE OF INSPECTION: 10/12/95

INSPECTION TEAM

(1) Mark Hulbert
Project Architect
Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154
AREAS: All
INSPECTION TIME: 8.0 hrs.
REPORT TIME: 4.0 hrs.

(2) Sheri Williams
Intern Architect
Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154
AREAS: all
INSPECTION TIME: 8.0 hrs.
REPORT TIME: 140.0 hrs.

(3)
AREAS:
INSPECTION TIME: 0.0 hrs.
REPORT TIME: 0.0 hrs.

DATA ENTRY

DATE OF DATA ENTRY: 02/22/96
NAME: Sheri Williams
ADDRESS: Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154

INSPECTION BACKGROUND

ZONE NUMBER	ZONE TITLE	NUMBER OF SLIDES
4A	EXTERIOR ELEVATIONS	1
4B	BUILDING INTERIORS	0

SLIDE	TITLE	SLIDE	TITLE
CA076201	EAST ELEVATION		

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE
CA076201	EAST ELEVATION		

ZONE NUMBER	ZONE TITLE
4A	EXTERIOR ELEVATIONS

Buildings 2A, 2B, 2C, 2E, 2F, 2G, 5, 6, 7 are each two-story wood frame structures, with concrete perimeter foundation walls; flat, built-up roofs; cement-asbestos shingle siding; flat wood trimwork; and aluminum windows. Attached covered walkways are wood post-and-beam construction, again with flat, built-up roofs. Second Floor exterior exit stairs, either added or replacing original wood stairs during the 1980s, are of lightweight steel and concrete, with steel guardrails. Landing and entry structures, including short flights of stairs up to the First Floor, are wood frame with wood finish materials. Originally wood panel doors, all exterior doors are now aluminum and glass.

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE

ZONE NUMBER	ZONE TITLE

4B BUILDING INTERIORS

Buildings 2A, 2B, 2C, 2E, 2F, 2G, 5, 6, 7 are each two-story buildings with crawl spaces. A continuous, double loaded corridor runs down the center of each floor, with individual rooms to either side. At both ends of the corridor there are entrances and exits. One end is more of a service side with a large main interior stairwell and entry vestibule; community bathroom with shower room; and utility closet. The other end has a secondary exterior stair. The interior rooms vary in size. Some of the original interior walls have been removed or replaced. Crawl spaces contain a furnace room accessible from the exterior. All rooms and corridors have painted gypsum board walls, except for some of the most recently added walls, which are metal panels. A wood wainscot rail extends the length of the building's corridors. Interior doors are wood, two-panel doors, presumed to be original. Drop ceilings now cover the original ceilings above. All floors have wall-to-wall carpeting, apparently laid over the original resilient floor tiles, and a rubber base has replaced the original wood base in the majority of rooms. Interior spaces are currently illuminated with fluorescent lights, while original radiators still provide steam heat to interior spaces. At one end of each building, within the entry vestibule, six foot wide interior stairs join the two floors. The stair and vestibule are sectioned off by two sets of glass and aluminum doors. Bathrooms, one to a floor either male or female, consist of two rooms: one a shower room with a raised concrete floor and three showers stalls; and the other the toilet room with three urinals, four toilets with partitions and six lavatories. Walls and floors of the shower rooms are finished with ceramic tiles. In the toilet rooms, resilient sheet flooring is used and the walls are painted gypsum board. Each bathroom also contains a Janitor's Closet with a sink.

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--BUILDING ADDRESS----------

620 Central Avenue
Alameda, CA 94501

LOCATION : Cressey Drive
COUNTY : Alameda
ELEVATION : 0 FT
UTM COORDINATES : 03/563640/4180300

--HISTORICAL INFORMATION----------

HBPP/NR Rating : 5 - 50+ Undetermined
DATE OF CONSTRUCTION : 1942-1943
NATIONAL REGISTER NO.:
NR DATE OF DECISION : / /
HABS/HAER NUMBER :
HSR : No
ARCHITECT : Unknown
STYLE : Modernistic

HISTORIC FUNCTIONS : Institutional Housing

CURRENT FUNCTIONS : Government Office

--SIZE INFORMATION----------

TOTAL FLOOR AREA	8,925 SF	PERIMETER LENGTH	310 LF
FIRST FLOOR AREA	2,763 SF	HEIGHT	24 FT
FINISHED BASEMENT	0 SF	NUMBER OF STORIES	2
UNFINISHED BASEMENT	0 SF	NUMBER OF ROOMS	36
ROOF AREA	6,300 SF	OCCUPIABLE	5,526 SF

--BUILDING CODE INFORMATION----------

APPLICABLE CODES : UBC
ADA
NFPA

SEISMIC ZONE : 4 - Critical Damage
CONSTRUCTION TYPE : 5 - Type V - Wood Frame Construction
OCCUPANCY CLASS : Business
NO. OF OCCUPANTS : 0

--GSA INFORMATION----------

BUILDING TYPE : Federal Center
LAST BER : 11/06/95
QUALITY INDEX : 0

--APPRAISAL INFORMATION----------

REPLACEMENT COST : 78,540
APPRAISAL YEAR : 1996
APPRAISAL SOURCE : Marshall Valuation Servic
OUTLEASE AMOUNT : 0
PERCENTAGE OCCUPIED : 0%

--HBPP STAGE II ZONES----------

ZONE 1:	0	ZONE 4:	2
ZONE 2:	0	ZONE 5:	0
ZONE 3:	0	ZONE 6:	0

--EXECUTIVE SUMMARY----------

SIGNIFICANCE

A report prepared concurrent with this HBPP provides supporting materials for the nomination of the Federal Center to the National Register of Historic Places. Text sections of these supporting materials are included as appendices to this HBPP. The final decision concerning the Center's eligibility is the responsibility of the "Keeper of the Register". However, these supporting materials find that, since the surviving complex of buildings is but a remnant, and as each of the surviving, original buildings within the Center has been substantially altered, the Federal Center may not retain sufficient integrity to be determined eligible.

Under National Register criterion A for the period 1943 to 1946, the Maritime Officers School, Alameda appears to possess significance as one of two officer schools of the U.S. Maritime Service during World War II. The Maritime Service played a key role in the war, training officers and seamen to operate the merchant fleet, described as "the lifeline of democracy" supplying overseas troops. Alameda provided a total of 6,513 officers.

The essential physical features of the property could be divided into two groups: the working buildings and the living buildings. The living buildings included barracks, mess hall, firehouse, infirmary, garage, and store, all having to do with the routine necessities of any community. The working buildings and features included administration, auditorium, indoor swimming pool, parade ground, seamanship building, night-vision classroom, anti-aircraft building, the mast assembly, the pier, the engineering building, and the academic building. Of these two groups, the working buildings and features have a more direct relation to the significance of the property. This is especially true of those buildings whose purpose was uniquely related to the special nature of the school's training its maritime training. These are the indoor swimming pool, the seamanship building, the night-vision classroom, the anti-aircraft building, the mast assembly, the pier, the engineering building, and the academic building. Of these, only the seamanship building, the engineering building, and the academic building survive. These constitute an inadequate fragment of the whole to convey its significance as a district.

Through demolitions, there is a loss of integrity of design, materials, feeling, and association. Through redevelopment of much of the site, there is a loss of integrity of setting, feeling, and association.

Individually, the buildings of greatest potential significance are those especially designed for maritime training. The academic building, which was the center of training for deck officers, and the engineering building, which was the center of training for officers in the engineering department, like the other buildings on the G.S.A. property, have been painted and most windows have been replaced. In addition, the specialized interior of the engineering building has been remodelled and subdivided. These buildings have also lost integrity.

Under National Register criterion C for the period 1943, the Maritime Officers School, Alameda appears to possess significance for its design as a rare example of an early modern campus design, as a large example of a Bay Region style complex, and as an exemplification of World War II planning and design.

The essential physical features are the plan of streets and open space, including the parade ground; all the buildings, which were designed as a harmonious whole with asbestos-cement siding, brown walls and white trim; the mast assembly and the pier. Nearly half of the major buildings including the two largest have been

demolished; the character of the open space has changed some has been developed; and every building on G.S.A. property has been painted and has had windows replaced.

As a district under criterion C, there is a loss of integrity of design, materials, feeling, and association through demolitions and new development, and through a new color scheme and replacement of original windows with aluminum sash. As individual buildings, because the complex was designed as a whole without strong focal buildings, none of those on G.S.A. property stand out. All have lost integrity through painting and window replacement.

For the period of the Korean War, from 1950 to 1953, the Maritime Officers Training Station, Alameda appears to possess significance under National Register criterion A for its contribution to the Korean War. It may also possess exceptional significance under criteria consideration G, essential for eligible properties under 50 years of age. As in World War II, the station was associated with the critical effort to supply troops.

As above, there is a loss of integrity through demolitions and remodeling which render the property ineligible as a district. Using "Interim Guidance" Treatment of Cold War Historic Properties for U.S. Air Force Installations" (June 1993) as a reference, the individual structures on G.S.A. property which are eligible for consideration are those directly related to the mission of the property: the academic building and the engineering building. As above, these have lost integrity through substantial remodeling since the end of the period of significance, and they are not eligible.

ARCHITECTURAL DESCRIPTION

The Alameda Federal Center comprises a remnant of the U.S. Maritime Service Officers School, Alameda. The school was designed in 1942 by U.S. Coast Guard engineers and constructed in 1942-43 on a 32-acre site. Closed in 1953 and deactivated in 1954, the site was declared surplus in 1957. Most of the property was sold in 1961 and many of the buildings were subsequently demolished. The federal government retained ownership of a portion of the former campus containing the original barracks, mess hall, several academic buildings, and miscellaneous other structures. Known as the Alameda Federal Center, this 7.6-acre facility provides leased office and laboratory space to a wide variety of federal agencies. The siting of the Federal Center is organized by streets and drives adjacent to and within the property. Although interconnected by a series of covered walkways, the Federal Center buildings are individual structures, separated by streets and landscaped grounds. All original buildings in the Federal Center are one or two-story wood frame structures, with concrete perimeter foundation walls; flat, built-up roofs; cement-asbestos shingle siding; flat wood trimwork; and aluminum windows. The covered walkways are wood post-and-beam construction, again with flat, built-up roofs. Second Floor exterior exit stairs throughout the complex, either added or replacing original wood stairs during the 1980s, are of lightweight steel and concrete, with steel guardrails. Landing and entry structures, including short flights of stairs up to the First Floor, are wood frame with wood finish materials. Originally wood panel doors, all exterior doors are now aluminum and glass.

Buildings 2A-C, 2E-G, 5, 6 & 7, are all matching barracks buildings, which were and are the one predominant building type at the Center. The six buildings adjoining Building 2D, collectively called the 2-series, are all matching "barracks-type" buildings, which were and are the one predominant building type at the Federal Center. All of the original nine of these buildings remain, each of which has been converted to office uses. The six buildings in the 2-series are one of two distinct groups of this type, the other group consisting of Building 6, 7 and 8, which are aligned side-to-side at the west-central portion of the property across Richardson Drive. The original barracks buildings are each two-story, long, rectangular buildings with exterior stairs and landings at their short end, and with at least one end connected to the system of covered walkways. The original wood stairs and landings have been replaced with new wood, but most of concrete and steel.

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--D O C U M E N T A T I O N----------

--M A J O R I M P R O V E M E N T S / M O D I F I C A T I O N S----------

DATE: 1942-1943 CONSTRUCTION: Built DESCRIPTION: Original Construction
COST: 0 CONTRACTOR/DESIGNER: Unknown OCCUPATION: Architect

RECORDED IMPROVEMENT/MODIFICATION COSTS: $0

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE

ZONE NUMBER	ZONE TITLE

4B BUILDING INTERIOR

Buildings 2A, 2B, 2C, 2E, 2F, 2G, 5, 6, 7 are each two-story buildings with crawl spaces. A continuous, double loaded corridor runs down the center of each floor, with individual rooms to either side. At both ends of the corridor there are entrances and exits. One end is more of a service side with a large main interior stairwell and entry vestibule; community bathroom with shower room; and utility closet. The other end has a secondary exterior stair. The interior rooms vary in size. Some of the original interior walls have been removed or replaced. Crawl spaces contain a furnace room accessible from the exterior. All rooms and corridors have painted gypsum board walls, except for some of the most recently added walls, which are metal panels. A wood wainscot rail extends the length of the building's corridors. Interior doors are wood, two-panel doors, presumed to be original. Drop ceilings now cover the original ceilings above. All floors have wall-to-wall carpeting, apparently laid over the original resilient floor tiles, and a rubber base has replaced the original wood base in the majority of rooms. Interior spaces are currently illuminated with fluorescent lights, while original radiators still provide steam heat to interior spaces. At one end of each building, within the entry vestibule, six foot wide interior stairs join the two floors. The stair and vestibule are sectioned off by two sets of glass and aluminum doors. Bathrooms, one to a floor either male or female, consist of two rooms: one a shower room with a raised concrete floor and three showers stalls; and the other the toilet room with three urinals, four toilets with partitions and six lavatories. Walls and floors of the shower rooms are finished with ceramic tiles. In the toilet rooms, resilient sheet flooring is used and the walls are painted gypsum board. Each bathroom also contains a Janitor's Closet with a sink.

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--BUILDING ADDRESS----------

620 Central Avenue
Alameda, CA 94501

LOCATION : Alameda
COUNTY : Alameda
ELEVATION : 0 FT
UTM COORDINATES : 03/563640/4180300

--HISTORICAL INFORMATION----------

HBPP/NR Rating : 5 - 50+ Undetermined
DATE OF CONSTRUCTION : 1942-1943
NATIONAL REGISTER NO.:
NR DATE OF DECISION : / /
HABS/HAER NUMBER :
HSR : No
ARCHITECT : Unknown
STYLE : Modernistic

HISTORIC FUNCTIONS : Institutional Housing

CURRENT FUNCTIONS : Government Office

--SIZE INFORMATION----------

TOTAL FLOOR AREA	8,850 SF	PERIMETER LENGTH	310 LF
FIRST FLOOR AREA	2,830 SF	HEIGHT	24 FT
FINISHED BASEMENT	0 SF	NUMBER OF STORIES	2
UNFINISHED BASEMENT	0 SF	NUMBER OF ROOMS	34
ROOF AREA	6,300 SF	OCCUPIABLE	5,660 SF

--BUILDING CODE INFORMATION----------

APPLICABLE CODES : UBC
ADA
NFPA

SEISMIC ZONE : 4 - Critical Damage
CONSTRUCTION TYPE : 5 - Type V - Wood Frame Construction
OCCUPANCY CLASS : Business
NO. OF OCCUPANTS : 0

--GSA INFORMATION----------

BUILDING TYPE : Federal Center
LAST BER : 11/06/95
QUALITY INDEX : 0

--APPRAISAL INFORMATION----------HBPP STAGE II ZONES----------

REPLACEMENT COST : 77,880
APPRAISAL YEAR : 1996
APPRAISAL SOURCE : Marshall Valuation Servic
OUTLEASE AMOUNT : 0
PERCENTAGE OCCUPIED : 0%

ZONE 1:	0	ZONE 4:	2
ZONE 2:	0	ZONE 5:	0
ZONE 3:	0	ZONE 6:	0

--E X E C U T I V E S U M M A R Y----------

SIGNIFICANCE

A report prepared concurrent with this HBPP provides supporting materials for the nomination of the Federal Center to the National Register of Historic Places. Text sections of these supporting materials are included as appendices to this HBPP. The final decision concerning the Center's eligibility is the responsibility of the "Keeper of the Register". However, these supporting materials find that, since the surviving complex of buildings is but a remnant, and as each of the surviving, original buildings within the Center has been substantially altered, the Federal Center may not retain sufficient integrity to be determined eligible.

Under National Register criterion A for the period 1943 to 1946, the Maritime Officers School, Alameda appears to possess significance as one of two officer schools of the U.S. Maritime Service during World War II. The Maritime Service played a key role in the war, training officers and seamen to operate the merchant fleet, described as "the lifeline of democracy" supplying overseas troops. Alameda provided a total of 6,513 officers.

The essential physical features of the property could be divided into two groups: the working buildings and the living buildings. The living buildings included barracks, mess hall, firehouse, infirmary, garage, and store, all having to do with the routine necessities of any community. The working buildings and features included administration, auditorium, indoor swimming pool, parade ground, seamanship building, night-vision classroom, anti-aircraft building, the mast assembly, the pier, the engineering building, and the academic building. Of these two groups, the working buildings and features have a more direct relation to the significance of the property. This is especially true of those buildings whose purpose was uniquely related to the special nature of the school's training its maritime training. These are the indoor swimming pool, the seamanship building, the night-vision classroom, the anti-aircraft building, the mast assembly, the pier, the engineering building, and the academic building. Of these, only the seamanship building, the engineering building, and the academic building survive. These constitute an inadequate fragment of the whole to convey its significance as a district.

Through demolitions, there is a loss of integrity of design, materials, feeling, and association. Through redevelopment of much of the site, there is a loss of integrity of setting, feeling, and association.

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Under National Register criterion C for the period 1943, the Maritime Officers School, Alameda appears to possess significance for its design as a rare example of an early modern campus design, as a large example of a Bay Region style complex, and as an exemplification of World War II planning and design.

The essential physical features are the plan of streets and open space, including the parade ground; all the buildings, which were designed as a harmonious whole with asbestos-cement siding, brown walls and white trim; the mast assembly and the pier. Nearly half of the major buildings including the two largest have been

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--INSPECTION TEAM INFORMATION----------

DATE OF INSPECTION: 10/12/95

INSPECTION TEAM

(1) Mark Hulbert
Project Architect
Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154
AREAS: All
INSPECTION TIME: 8.0 hrs.
REPORT TIME: 4.0 hrs.

(2) Sheri Williams
Intern Architect
Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154
AREAS: All
INSPECTION TIME: 8.0 hrs.
REPORT TIME: 140.0 hrs.

(3)
AREAS:
INSPECTION TIME: 0.0 hrs.
REPORT TIME: 0.0 hrs.

DATA ENTRY

DATE OF DATA ENTRY: 02/22/96
NAME: Sheri Williams
ADDRESS: Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154

INSPECTION BACKGROUND

ZONE NUMBER	ZONE TITLE	NUMBER OF SLIDES
4A	EXTERIOR ELEVATIONS	1
4B	BUILDING INTERIOR	0

SLIDE	TITLE	SLIDE	TITLE
CA076501	NORTH ELEVATION		

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE
CA076501	NORTH ELEVATION		

ZONE NUMBER	ZONE TITLE
4A	EXTERIOR ELEVATIONS

Buildings 2A, 2B, 2C, 2E, 2F, 2G, 5, 6, 7 are each two-story wood frame structures, with concrete perimeter foundation walls; flat, built-up roofs; cement-asbestos shingle siding; flat wood trimwork; and aluminum windows. Attached covered walkways are wood post-and-beam construction, again with flat, built-up roofs. Second Floor exterior exit stairs, either added or replacing original wood stairs during the 1980s, are of lightweight steel and concrete, with steel guardrails. Landing and entry structures, including short flights of stairs up to the First Floor, are wood frame with wood finish materials. Originally wood panel doors, all exterior doors are now aluminum and glass.

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE

ZONE NUMBER	ZONE TITLE

4B BUILDING INTERIOR

Buildings 2A, 2B, 2C, 2E, 2F, 2G, 5, 6, 7 are each two-story buildings with crawl spaces. A continuous, double loaded corridor runs down the center of each floor, with individual rooms to either side. At both ends of the corridor there are entrances and exits. One end is more of a service side with a large main interior stairwell and entry vestibule; community bathroom with shower room; and utility closet. The other end has a secondary exterior stair. The interior rooms vary in size. Some of the original interior walls have been removed or replaced. Crawl spaces contain a furnace room accessible from the exterior. All rooms and corridors have painted gypsum board walls, except for some of the most recently added walls, which are metal panels. A wood wainscot rail extends the length of the building's corridors. Interior doors are wood, two-panel doors, presumed to be original. Drop ceilings now cover the original ceilings above. All floors have wall-to-wall carpeting, apparently laid over the original resilient floor tiles, and a rubber base has replaced the original wood base in the majority of rooms. Interior spaces are currently illuminated with fluorescent lights, while original radiators still provide steam heat to interior spaces. At one end of each building, within the entry vestibule, six foot wide interior stairs join the two floors. The stair and vestibule are sectioned off by two sets of glass and aluminum doors. Bathrooms, one to a floor either male or female, consist of two rooms: one a shower room with a raised concrete floor and three showers stalls; and the other the toilet room with three urinals, four toilets with partitions and six lavatories. Walls and floors of the shower rooms are finished with ceramic tiles. In the toilet rooms, resilient sheet flooring is used and the walls are painted gypsum board. Each bathroom also contains a Janitor's Closet with a sink.

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--BUILDING ADDRESS----------

620 Central Avenue
Alameda, CA 94501

LOCATION : McKay Avenue
COUNTY : Alameda
ELEVATION : 0 FT
UTM COORDINATES : 03/563640/4180300

--HISTORICAL INFORMATION----------

HBPP/NR Rating : 5 - 50+ Undetermined
DATE OF CONSTRUCTION : 1942-1943
NATIONAL REGISTER NO.:
NR DATE OF DECISION : / /
HABS/HAER NUMBER :
HSR : No
ARCHITECT : Unknown
STYLE : Modernistic

HISTORIC FUNCTIONS : Meeting Hall (Frat./Patr.)

CURRENT FUNCTIONS : Government Office

--SIZE INFORMATION----------

TOTAL FLOOR AREA	24,505 SF	PERIMETER LENGTH	528 LF
FIRST FLOOR AREA	8,825 SF	HEIGHT	2 FT
FINISHED BASEMENT	0 SF	NUMBER OF STORIES	2
UNFINISHED BASEMENT	0 SF	NUMBER OF ROOMS	18
ROOF AREA	21,700 SF	OCCUPIABLE	17,651 SF

--BUILDING CODE INFORMATION----------

APPLICABLE CODES : UBC
ADA
NFPA

SEISMIC ZONE : 4 - Critical Damage
CONSTRUCTION TYPE : 5 - Type V - Wood Frame Construction
OCCUPANCY CLASS : Business
NO. OF OCCUPANTS : 0

--GSA INFORMATION----------

BUILDING TYPE : Federal Center
LAST BER : 11/06/95
QUALITY INDEX : 0

--APPRAISAL INFORMATION----------

REPLACEMENT COST : 215,644
APPRAISAL YEAR : 1996
APPRAISAL SOURCE : Marshall Valuation Servic
OUTLEASE AMOUNT : 0
PERCENTAGE OCCUPIED : 0%

--HBPP STAGE II ZONES----------

ZONE 1:	0	ZONE 4:	2
ZONE 2:	0	ZONE 5:	0
ZONE 3:	0	ZONE 6:	0

--E X E C U T I V E S U M M A R Y----------

SIGNIFICANCE

A report prepared concurrent with the HBPP provides supporting materials for the nomination of the Federal Center to the National Register of Historic Places. The final decision concerning the Center's eligibility is the responsibility of the "Keeper of the Register". However, these supporting materials find that, since the surviving complex of buildings is but a remnant, and as each of the surviving, original buildings within the Center has been substantially altered, the Federal Center may not retain sufficient integrity to be determined eligible.

Under National Register criterion A for the period 1943 to 1946, the Maritime Officers School, Alameda appears to possess significance as one of two officer schools of the U.S. Maritime Service during World War II. The Maritime Service played a key role in the war, training officers and seamen to operate the merchant fleet, described as "the lifeline of democracy" supplying overseas troops. Alameda provided a total of 6,513 officers.

The essential physical features of the property could be divided into two groups: the working buildings and the living buildings. The living buildings included barracks, mess hall, firehouse, infirmary, garage, and store, all having to do with the routine necessities of any community. The working buildings and features included administration, auditorium, indoor swimming pool, parade ground, seamanship building, night-vision classroom, anti-aircraft building, the mast assembly, the pier, the engineering building, and the academic building. Of these two groups, the working buildings and features have a more direct relation to the significance of the property. This is especially true of those buildings whose purpose was uniquely related to the special nature of the school's training its maritime training. These are the indoor swimming pool, the seamanship building, the night-vision classroom, the anti-aircraft building, the mast assembly, the pier, the engineering building, and the academic building. Of these, only the seamanship building, the engineering building, and the academic building survive. These constitute an inadequate fragment of the whole to convey its significance as a district.

Through demolitions, there is a loss of integrity of design, materials, feeling, and association. Through redevelopment of much of the site, there is a loss of integrity of setting, feeling, and association.

Individually, the buildings of greatest potential significance are those especially designed for maritime training. The academic building, which was the center of training for deck officers, and the engineering building, which was the center of training for officers in the engineering department, like the other buildings on the G.S.A. property, have been painted and most windows have been replaced. In addition, the specialized interior of the engineering building has been remodelled and subdivided. These buildings have also lost integrity.

Under National Register criterion C for the period 1943, the Maritime Officers School, Alameda appears to possess significance for its design as a rare example of an early modern campus design, as a large example of a Bay Region style complex, and as an exemplification of World War II planning and design.

The essential physical features are the plan of streets and open space, including the parade ground; all the buildings, which were designed as a harmonious whole with asbestos-cement siding, brown walls and white trim; the mast assembly and the pier. Nearly half of the major buildings including the two largest have been

demolished; the character of the open space has changed some has been developed; and every building on G.S.A. property has been painted and has had windows replaced.

As a district under criterion C, there is a loss of integrity of design, materials, feeling, and association through demolitions and new development, and through a new color scheme and replacement of original windows with aluminum sash. As individual buildings, because the complex was designed as a whole without strong focal buildings, none of those on G.S.A. property stand out. All have lost integrity through painting and window replacement.

For the period of the Korean War, from 1950 to 1953, the Maritime Officers Training Station, Alameda appears to possess significance under National Register criterion A for its contribution to the Korean War. It may also possess exceptional significance under criteria consideration G, essential for eligible properties under 50 years of age. As in World War II, the station was associated with the critical effort to supply troops.

As above, there is a loss of integrity through demolitions and remodeling which render the property ineligible as a district. Using "Interim Guidance: Treatment of Cold War Historic Properties for U.S. Air Force Installations" (June 1993) as a reference, the individual structures on G.S.A. property which are eligible for consideration are those directly related to the mission of the property: the academic building and the engineering building. As above, these have lost integrity through substantial remodeling since the end of the period of significance, and they are not eligible.

ARCHITECTURAL DESCRIPTION

The Alameda Federal Center comprises a remnant of the U.S. Maritime Service Officers School, Alameda. The school was designed in 1942 by U.S. Coast Guard engineers and constructed in 1942-43 on a 32-acre site. Closed in 1953 and deactivated in 1954, the site was declared surplus in 1957. Most of the property was sold in 1961 and many of the buildings were subsequently demolished. The federal government retained ownership of a portion of the former campus containing the original barracks, mess hall, several academic buildings, and miscellaneous other structures. Known as the Alameda Federal Center, this 7.6-acre facility provides leased office and laboratory space to a wide variety of federal agencies. The siting of the Federal Center is organized by streets and drives adjacent to and within the property. Although interconnected by a series of covered walkways, the Federal Center buildings are individual structures, separated by streets and landscaped grounds. All original buildings in the Federal Center are one or two-story wood frame structures, with concrete perimeter foundation walls; flat, built-up roofs; cement-asbestos shingle siding; flat wood trimwork; and aluminum windows. The covered walkways are wood post-and-beam construction, again with flat, built-up roofs. Second Floor exterior exit stairs throughout the complex, either added or replacing original wood stairs during the 1980s, are of lightweight steel and concrete, with steel guardrails. Landing and entry structures, including short flights of stairs up to the First Floor, are wood frame with wood finish materials. Originally wood panel doors, all exterior doors are now aluminum and glass.

Building 2D originally housed the mess hall and galley, which served as the hub of the Maritime Academy, a character underscored by its hub-like plan with buildings grouped around it. Building 2D still functions as the central building of the complex. Not only is it centrally located, but it is from this building that the Federal Center is managed and maintained. As is typical of most original, extant buildings within the complex, Building 2D is a two-story, long, rectangular structure. Its length is oriented east-west, with covered walkways along both sides and with such walkways continuous at the building's Second Floor. Six buildings abut these walkways, three to the north and three to the south. These walkways and adjoining buildings essentially enclose Building 2D. Building 2D houses a GSA field office, maintenance shop, an boiler room in the central portion of the First Floor. Each end of this floor is occupied by federal office space. The Second Floor is one

large, open space used for assembly, with a smaller connecting space for serving food. These spaces were originally the mess hall.

--D O C U M E N T A T I O N----------

--M A J O R I M P R O V E M E N T S / M O D I F I C A T I O N S----------

DATE: 1942-1943 CONSTRUCTION: Built DESCRIPTION: Original Construction
COST: 0 CONTRACTOR/DESIGNER: Unknown OCCUPATION: Architect

RECORDED IMPROVEMENT/MODIFICATION COSTS: $0

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--I N S P E C T I O N T E A M I N F O R M A T I O N----------

DATE OF INSPECTION: 10/12/95

INSPECTION TEAM

(1) Mark Hulbert
Project Architect
Page & Turnbull
724 Pine Street
San francisco, CA 94108
(415) 362-5154
AREAS: All
INSPECTION TIME: 8.0 hrs.
REPORT TIME: 4.0 hrs.

(2) Sheri Wiliams
Intern Architect
Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154
AREAS: All
INSPECTION TIME: 8.0 hrs.
REPORT TIME: 140.0 hrs.

(3)
AREAS:
INSPECTION TIME: 0.0 hrs.
REPORT TIME: 0.0 hrs.

DATA ENTRY

DATE OF DATA ENTRY: 02/21/96
NAME: Sheri Williams
ADDRESS: Page & Turnbull, Inc.
724 Pine Street
San Francisco, CA 94108
(415) 362-5154

INSPECTION BACKGROUND

ZONE NUMBER	ZONE TITLE	NUMBER OF SLIDES
4A	EXTERIOR ELEVATIONS	1
4B	BUILDING INTERIORS	0

SLIDE	TITLE	SLIDE	TITLE
CA077301	WEST ELEVATION		

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE
CA077301	WEST ELEVATION		

ZONE NUMBER	ZONE TITLE
4A	EXTERIOR ELEVATIONS

Building 2D is a two-story wood frame structure, with concrete perimeter foundation walls; a flat, built-up roof; cement-asbestos shingle siding; flat wood trimwork; and aluminum windows. Attached covered walkways are wood post-and-beam construction, again with flat, built-up roofs. Second Floor exterior exit stairs, either added or replacing original wood stairs during the 1980s, are of lightweight steel and concrete, with steel guardrails. Originally wood panel doors, all exterior doors are now aluminum and glass.

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE

ZONE NUMBER	ZONE TITLE

4B BUILDING INTERIORS

Building 2D originally housed a mess hall at the First Floor and a meeting hall at the Second Floor. The First Floor has since been divided into separate office and shop areas. The exposed interior structure includes a concrete slab on grade with poured concrete column bases, and built-up wood columns at twelve foot increments supporting built-up wood girders and beams. Some of the columns have wood cross bracing. The Second Floor meeting hall remains essentially intact and in use. It is a large open space surrounded by windows with a clerestory, although the clerestory windows are currently boarded over. The original wood window trim and base boards still exist. Resilient sheet flooring covers the floor. The ceiling is painted gypsum board. Only two sets of the original wood and glass-panel doors remain, the rest have been replaced with glass and aluminum doors. A quarter of the building at the east end is sectioned off by a full height wall, segregating a storage area from the meeting hall. An original shower room and bathroom still exist in the northeast corner of the meeting hall. Current lighting is fluorescent

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--BUILDING ADDRESS----------

620 Central Avenue
Alameda, CA 94501

LOCATION : McKay Avenue
COUNTY : Alameda
ELEVATION : 0 FT
UTM COORDINATES : 03/563640/4180300

--HISTORICAL INFORMATION----------

HBPP/NR Rating : 5 - 50+ Undetermined
DATE OF CONSTRUCTION : 1942-1943
NATIONAL REGISTER NO.:
NR DATE OF DECISION : / /
HABS/HAER NUMBER :
HSR : No
ARCHITECT : Unknown
STYLE : Modernistic

HISTORIC FUNCTIONS : Institutional Housing

CURRENT FUNCTIONS : Government Office

--SIZE INFORMATION----------

TOTAL FLOOR AREA	9,073 SF	PERIMETER LENGTH	310 LF
FIRST FLOOR AREA	2,771 SF	HEIGHT	24 FT
FINISHED BASEMENT	0 SF	NUMBER OF STORIES	2
UNFINISHED BASEMENT	0 SF	NUMBER OF ROOMS	34
ROOF AREA	6,300 SF	OCCUPIABLE	5,545 SF

--BUILDING CODE INFORMATION----------

APPLICABLE CODES : UBC
ADA
NFPA

SEISMIC ZONE : 4 - Critical Damage
CONSTRUCTION TYPE : 5 - Type V - Wood Frame Construction
OCCUPANCY CLASS : Business
NO. OF OCCUPANTS : 0

--GSA INFORMATION----------

BUILDING TYPE : Federal Center
LAST BER : 11/06/95
QUALITY INDEX : 0

--APPRAISAL INFORMATION----------

REPLACEMENT COST : 79,842
APPRAISAL YEAR : 1996
APPRAISAL SOURCE : Marshall Valuation Servic
OUTLEASE AMOUNT : 0
PERCENTAGE OCCUPIED : 0%

--HBPP STAGE II ZONES----------

ZONE 1: 0	ZONE 4: 2
ZONE 2: 0	ZONE 5: 0
ZONE 3: 0	ZONE 6: 0

--E X E C U T I V E S U M M A R Y----------

SIGNIFICANCE

A report prepared concurrent with this HBPP provides supporting materials for the nomination of the Federal Center to the National Register of Historic Places. Text sections of these supporting materials are included as appendices to this HBPP. The final decision concerning the Center's eligibility is the responsibility of the "Keeper of the Register". However, these supporting materials find that, since the surviving complex of buildings is but a remnant, and as each of the surviving, original buildings within the Center has been substantially altered, the Federal Center may not retain sufficient integrity to be determined eligible.

Under National Register criterion A for the period 1943 to 1946, the Maritime Officers School, Alameda appears to possess significance as one of two officer schools of the U.S. Maritime Service during World War II. The Maritime Service played a key role in the war, training officers and seamen to operate the merchant fleet, described as "the lifeline of democracy" supplying overseas troops. Alameda provided a total of 6,513 officers.

The essential physical features of the property could be divided into two groups: the working buildings and the living buildings. The living buildings included barracks, mess hall, firehouse, infirmary, garage, and store, all having to do with the routine necessities of any community. The working buildings and features included administration, auditorium, indoor swimming pool, parade ground, seamanship building, night-vision classroom, anti-aircraft building, the mast assembly, the pier, the engineering building, and the academic building. Of these two groups, the working buildings and features have a more direct relation to the significance of the property. This is especially true of those buildings whose purpose was uniquely related to the special nature of the school's training its maritime training. These are the indoor swimming pool, the seamanship building, the night-vision classroom, the anti-aircraft building, the mast assembly, the pier, the engineering building, and the academic building. Of these, only the seamanship building, the engineering building, and the academic building survive. These constitute an inadequate fragment of the whole to convey its significance as a district.

Through demolitions, there is a loss of integrity of design, materials, feeling, and association. Through redevelopment of much of the site, there is a loss of integrity of setting, feeling, and association.

Individually, the buildings of greatest potential significance are those especially designed for maritime training. The academic building, which was the center of training for deck officers, and the engineering building, which was the center of training for officers in the engineering department, like the other buildings on the G.S.A. property, have been painted and most windows have been replaced. In addition, the specialized interior of the engineering building has been remodelled and subdivided. These buildings have also lost integrity.

Under National Register criterion C for the period 1943, the Maritime Officers School, Alameda appears to possess significance for its design as a rare example of an early modern campus design, as a large example of a Bay Region style complex, and as an exemplification of World War II planning and design.

The essential physical features are the plan of streets and open space, including the parade ground; all the buildings, which were designed as a harmonious whole with asbestos-cement siding, brown walls and white trim; the mast assembly and the pier. Nearly half of the major buildings including the two largest have been

demolished; the character of the open space has changed some has been developed; and every building on G.S.A. property has been painted and has had windows replaced.

As a district under criterion C, there is a loss of integrity of design, materials, feeling, and association through demolitions and new development, and through a new color scheme and replacement of original windows with aluminum sash. As individual buildings, because the complex was designed as a whole without strong focal buildings, none of those on G.S.A. property stand out. All have lost integrity through painting and window replacement.

For the period of the Korean War, from 1950 to 1953, the Maritime Officers Training Station, Alameda appears to possess significance under National Register criterion A for its contribution to the Korean War. It may also possess exceptional significance under criteria consideration G, essential for eligible properties under 50 years of age. As in World War II, the station was associated with the critical effort to supply troops.

As above, there is a loss of integrity through demolitions and remodeling which render the property ineligible as a district. Using "Interim Guidance: Treatment of Cold War Historic Properties for U.S. Air Force Installations" (June 1993) as a reference, the individual structures on G.S.A. property which are eligible for consideration are those directly related to the mission of the property: the academic building and the engineering building. As above, these have lost integrity through substantial remodeling since the end of the period of significance, and they are not eligible.

ARCHITECTURAL DESCRIPTION

The Alameda Federal Center comprises a remnant of the U.S. Maritime Service Officers School, Alameda. The school was designed in 1942 by U.S. Coast Guard engineers and constructed in 1942-43 on a 32-acre site. Closed in 1953 and deactivated in 1954, the site was declared surplus in 1957. Most of the property was sold in 1961 and many of the buildings were subsequently demolished. The federal government retained ownership of a portion of the former campus containing the original barracks, mess hall, several academic buildings, and miscellaneous other structures. Known as the Alameda Federal Center, this 7.6-acre facility provides leased office and laboratory space to a wide variety of federal agencies. The siting of the Federal Center is organized by streets and drives adjacent to and within the property. Although interconnected by a series of covered walkways, the Federal Center buildings are individual structures, separated by streets and landscaped grounds. All original buildings in the Federal Center are one or two-story wood frame structures, with concrete perimeter foundation walls; flat, built-up roofs; cement-asbestos shingle siding; flat wood trimwork; and aluminum windows. The covered walkways are wood post-and-beam construction, again with flat, built-up roofs. Second Floor exterior exit stairs throughout the complex, either added or replacing original wood stairs during the 1980s, are of lightweight steel and concrete, with steel guardrails. Landing and entry structures, including short flights of stairs up to the First Floor, are wood frame with wood finish materials. Originally wood panel doors, all exterior doors are now aluminum and glass.

Buildings 2A-C, 2E-G, 5, 6 & 7, are all matching barracks buildings, which were and are the one predominant building type at the Center. The six buildings adjoining Building 2D, collectively called the 2-series, are all matching "barracks-type" buildings, which were and are the one predominant building type at the Federal Center. All of the original nine of these buildings remain, each of which has been converted to office uses. The six buildings in the 2-series are one of two distinct groups of this type, the other group consisting of Building 5, 6 and 7, which are aligned side-to-side at the west-central portion of the property across Richardson Drive. The original barracks buildings are each two-story, long, rectangular buildings with exterior stairs and landings at their short end, and with at least one end connected to the system of covered walkways. The original wood stairs and landings have been replaced with new wood, but most of concrete and steel.

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--D O C U M E N T A T I O N----------

--M A J O R I M P R O V E M E N T S / M O D I F I C A T I O N S----------

DATE: 1942-1943 CONSTRUCTION: Built DESCRIPTION: Original Construction
COST: 0 CONTRACTOR/DESIGNER: Unknown OCCUPATION: Architect

RECORDED IMPROVEMENT/MODIFICATION COSTS: $0

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE
CA076901	SOUTH EAST ELEVATION		

ZONE NUMBER	ZONE TITLE
4A	EXTERIOR ELEVATIONS

Buildings 2A, 2B, 2C, 2E, 2F, 2G, 5, 6, 7 are each two-story wood frame structures, with concrete perimeter foundation walls; flat, built-up roofs; cement-asbestos shingle siding; flat wood trimwork; and aluminum windows. Attached covered walkways are wood post-and-beam construction, again with flat, built-up roofs. Second Floor exterior exit stairs, either added or replacing original wood stairs during the 1980s, are of lightweight steel and concrete, with steel guardrails. Landing and entry structures, including short flights of stairs up to the First Floor, are wood frame with wood finish materials. Originally wood panel doors, all exterior doors are now aluminum and glass.

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE

ZONE NUMBER	ZONE TITLE

4B BUILDING INTERIOR

Buildings 2A, 2B, 2C, 2E, 2F, 2G, 5, 6, 7 are each two-story buildings with crawl spaces. A continuous, double loaded corridor runs down the center of each floor, with individual rooms to either side. At both ends of the corridor there are entrances and exits. One end is more of a service side with a large main interior stairwell and entry vestibule; community bathroom with shower room; and utility closet. The other end has a secondary exterior stair. The interior rooms vary in size. Some of the original interior walls have been removed or replaced. Crawl spaces contain a furnace room accessible from the exterior. All rooms and corridors have painted gypsum board walls, except for some of the most recently added walls, which are metal panels. A wood wainscot rail extends the length of the building's corridors. Interior doors are wood, two-panel doors, presumed to be original. Drop ceilings now cover the original ceilings above. All floors have wall-to-wall carpeting, apparently laid over the original resilient floor tiles, and a rubber base has replaced the original wood base in the majority of rooms. Interior spaces are currently illuminated with fluorescent lights, while original radiators still provide steam heat to interior spaces. At one end of each building, within the entry vestibule, six foot wide interior stairs join the two floors. The stair and vestibule are sectioned off by two sets of glass and aluminum doors. Bathrooms, one to a floor either male or female, consist of two rooms: one a shower room with a raised concrete floor and three showers stalls; and the other the toilet room with three urinals, four toilets with partitions and six lavatories. Walls and floors of the shower rooms are finished with ceramic tiles. In the toilet rooms, resilient sheet flooring is used and the walls are painted gypsum board. Each bathroom also contains a Janitor's Closet with a sink.

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--BUILDING ADDRESS----------

620 Central Avenue
Alameda, CA 94501

LOCATION : McKay and Richardson Avenue
COUNTY : Alameda
ELEVATION : 0 FT
UTM COORDINATES : 03/563640/4180300

--HISTORICAL INFORMATION----------

HBPP/NR Rating : 5 - 50+ Undetermined
DATE OF CONSTRUCTION : 1942-1943
NATIONAL REGISTER NO. :
NR DATE OF DECISION : / /
HABS/HAER NUMBER :
HSR : No
ARCHITECT :
STYLE : Modernistic

HISTORIC FUNCTIONS : Institutional Housing

CURRENT FUNCTIONS : Government Office

--SIZE INFORMATION----------

TOTAL FLOOR AREA	9,109 SF	PERIMETER LENGTH	310 LF
FIRST FLOOR AREA	2,757 SF	HEIGHT	24 FT
FINISHED BASEMENT	0 SF	NUMBER OF STORIES	2
UNFINISHED BASEMENT	0 SF	NUMBER OF ROOMS	34
ROOF AREA	6,300 SF	OCCUPIABLE	5,515 SF

--BUILDING CODE INFORMATION----------

APPLICABLE CODES : UBC
ADA
NFPA

SEISMIC ZONE : 4 - Critical Damage
CONSTRUCTION TYPE : 5 - Type V - Wood Frame Construction
OCCUPANCY CLASS : Business
NO. OF OCCUPANTS : 0

--GSA INFORMATION----------

BUILDING TYPE : Federal Center
LAST BER : 11/06/95
QUALITY INDEX : 0

--APPRAISAL INFORMATION----------

REPLACEMENT COST : 80,159
APPRAISAL YEAR : 1996
APPRAISAL SOURCE : Marshall Valuation Servic
OUTLEASE AMOUNT : 0
PERCENTAGE OCCUPIED : 0%

--HBPP STAGE II ZONES----------

ZONE 1:	0	ZONE 4:	2
ZONE 2:	0	ZONE 5:	0
ZONE 3:	0	ZONE 6:	0

--E X E C U T I V E S U M M A R Y----------

SIGNIFICANCE

A report prepared concurrent with this HBPP provides supporting materials for the nomination of the Federal Center to the National Register of Historic Places. Text sections of these supporting materials are included as appendices to this HBPP. The final decision concerning the Center's eligibility is the responsibility of the "Keeper of the Register". However, these supporting materials find that, since the surviving complex of buildings is but a remnant, and as each of the surviving, original buildings within the Center has been substantially altered, the Federal Center may not retain sufficient integrity to be determined eligible.

Under National Register criterion A for the period 1943 to 1946, the Maritime Officers School, Alameda appears to possess significance as one of two officer schools of the U.S. Maritime Service during World War II. The Maritime Service played a key role in the war, training officers and seamen to operate the merchant fleet, described as "the lifeline of democracy" supplying overseas troops. Alameda provided a total of 6,513 officers.

The essential physical features of the property could be divided into two groups: the working buildings and the living buildings. The living buildings included barracks, mess hall, firehouse, infirmary, garage, and store, all having to do with the routine necessities of any community. The working buildings and features included administration, auditorium, indoor swimming pool, parade ground, seamanship building, night-vision classroom, anti-aircraft building, the mast assembly, the pier, the engineering building, and the academic building. Of these two groups, the working buildings and features have a more direct relation to the significance of the property. This is especially true of those buildings whose purpose was uniquely related to the special nature of the school's training its maritime training. These are the indoor swimming pool, the seamanship building, the night-vision classroom, the anti-aircraft building, the mast assembly, the pier, the engineering building, and the academic building. Of these, only the seamanship building, the engineering building, and the academic building survive. These constitute an inadequate fragment of the whole to convey its significance as a district.

Through demolitions, there is a loss of integrity of design, materials, feeling, and association. Through redevelopment of much of the site, there is a loss of integrity of setting, feeling, and association.

Individually, the buildings of greatest potential significance are those especially designed for maritime training. The academic building, which was the center of training for deck officers, and the engineering building, which was the center of training for officers in the engineering department, like the other buildings on the G.S.A. property, have been painted and most windows have been replaced. In addition, the specialized interior of the engineering building has been remodelled and subdivided. These buildings have also lost integrity.

Under National Register criterion C for the period 1943, the Maritime Officers School, Alameda appears to possess significance for its design as a rare example of an early modern campus design, as a large example of a Bay Region style complex, and as an exemplification of World War II planning and design.

The essential physical features are the plan of streets and open space, including the parade ground; all the buildings, which were designed as a harmonious whole with asbestos-cement siding, brown walls and white trim; the mast assembly and the pier. Nearly half of the major buildings including the two largest have been

demolished; the character of the open space has changed some has been developed; and every building on G.S.A. property has been painted and has had windows replaced.

As a district under criterion C, there is a loss of integrity of design, materials, feeling, and association through demolitions and new development, and through a new color scheme and replacement of original windows with aluminum sash. As individual buildings, because the complex was designed as a whole without strong focal buildings, none of those on G.S.A. property stand out. All have lost integrity through painting and window replacement.

For the period of the Korean War, from 1950 to 1953, the Maritime Officers Training Station, Alameda appears to possess significance under National Register criterion A for its contribution to the Korean War. It may also possess exceptional significance under criteria consideration G, essential for eligible properties under 50 years of age. As in World War II, the station was associated with the critical effort to supply troops.

As above, there is a loss of integrity through demolitions and remodeling which render the property ineligible as a district. Using "Interim Guidance: Treatment of Cold War Historic Properties for U.S. Air Force Installations" (June 1993) as a reference, the individual structures on G.S.A. property which are eligible for consideration are those directly related to the mission of the property: the academic building and the engineering building. As above, these have lost integrity through substantial remodeling since the end of the period of significance, and they are not eligible.

ARCHITECTURAL DESCRIPTION

The Alameda Federal Center comprises a remnant of the U.S. Maritime Service Officers School, Alameda. The school was designed in 1942 by U.S. Coast Guard engineers and constructed in 1942-43 on a 32-acre site. Closed in 1953 and deactivated in 1954, the site was declared surplus in 1957. Most of the property was sold in 1961 and many of the buildings were subsequently demolished. The federal government retained ownership of a portion of the former campus containing the original barracks, mess hall, several academic buildings, and miscellaneous other structures. Known as the Alameda Federal Center, this 7.6-acre facility provides leased office and laboratory space to a wide variety of federal agencies. The siting of the Federal Center is organized by streets and drives adjacent to and within the property. Although interconnected by a series of covered walkways, the Federal Center buildings are individual structures, separated by streets and landscaped grounds. All original buildings in the Federal Center are one or two-story wood frame structures, with concrete perimeter foundation walls; flat, built-up roofs; cement-asbestos shingle siding; flat wood trimwork; and aluminum windows. The covered walkways are wood post-and-beam construction, again with flat, built-up roofs. Second Floor exterior exit stairs throughout the complex, either added or replacing original wood stairs during the 1980s, are of lightweight steel and concrete, with steel guardrails. Landing and entry structures, including short flights of stairs up to the First Floor, are wood frame with wood finish materials. Originally wood panel doors, all exterior doors are now aluminum and glass.

Buildings 2A-C, 2E-G, 5, 6 & 7, are all matching barracks buildings, which were and are the one predominant building type at the Center. The six buildings adjoining Building 2D, collectively called the 2-series, are all matching "barracks-type" buildings, which were and are the one predominant building type at the Federal Center. All of the original nine of these buildings remain, each of which has been converted to office uses. The six buildings in the 2-series are one of two distinct groups of this type, the other group consisting of Building 5, 6 and 7, which are aligned side-to-side at the west-central portion of the property across Richardson Drive. The original barracks buildings are each two-story, long, rectangular buildings with exterior stairs and landings at their short end, and with at least one end connected to the system of covered walkways. The original wood stairs and landings have been replaced with new wood, but most of concrete and steel.

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--D O C U M E N T A T I O N----------

--M A J O R I M P R O V E M E N T S / M O D I F I C A T I O N S----------

DATE: 1942-1943 CONSTRUCTION: Built DESCRIPTION: Original Construction
COST: 0 OCCUPATION:

RECORDED IMPROVEMENT/MODIFICATION COSTS: $0

****

--I N S P E C T I O N T E A M I N F O R M A T I O N----------

DATE OF INSPECTION: 10/12/95

INSPECTION TEAM

(1) Mark Hulbert
Project Architect
Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154
AREAS: All
INSPECTION TIME: 8.0 hrs.
REPORT TIME: 4.0 hrs.

(2) Sheri Williams
Intern Architect
Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154
AREAS: All
INSPECTION TIME: 8.0 hrs.
REPORT TIME: 140.0 hrs.

(3)
AREAS:
INSPECTION TIME: 0.0 hrs.
REPORT TIME: 0.0 hrs.

DATA ENTRY

DATE OF DATA ENTRY: 02/22/96
NAME: Sheri Williams
ADDRESS: Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154

INSPECTION BACKGROUND

ZONE NUMBER	ZONE TITLE	NUMBER OF SLIDES
4A	EXTERIOR ELEVATIONS	1
4B	BUILDING INTERIOR	0

SLIDE	TITLE	SLIDE	TITLE
CA076701	SOUTH WEST ELEVATION		

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE
CA076701	SOUTH WEST ELEVATION		

ZONE NUMBER	ZONE TITLE
4A	EXTERIOR ELEVATIONS

Buildings 2A, 2B, 2C, 2E, 2F, 2G, 5, 6, 7 are each two-story wood frame structures, with concrete perimeter foundation walls; flat, built-up roofs; cement-asbestos shingle siding; flat wood trimwork; and aluminum windows. Attached covered walkways are wood post-and-beam construction, again with flat, built-up roofs. Second Floor exterior exit stairs, either added or replacing original wood stairs during the 1980s, are of lightweight steel and concrete, with steel guardrails. Landing and entry structures, including short flights of stairs up to the First Floor, are wood frame with wood finish materials. Originally wood panel doors, all exterior doors are now aluminum and glass.

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE

ZONE NUMBER	ZONE TITLE

4B BUILDING INTERIOR

Buildings 2A, 2B, 2C, 2E, 2F, 2G, 5, 6, 7 are each two-story buildings with crawl spaces. A continuous, double loaded corridor runs down the center of each floor, with individual rooms to either side. At both ends of the corridor there are entrances and exits. One end is more of a service side with a large main interior stairwell and entry vestibule; community bathroom with shower room; and utility closet. The other end has a secondary exterior stair. The interior rooms vary in size. Some of the original interior walls have been removed or replaced. Crawl spaces contain a furnace room accessible from the exterior. All rooms and corridors have painted gypsum board walls, except for some of the most recently added walls, which are metal panels. A wood wainscot rail extends the length of the building's corridors. Interior doors are wood, two-panel doors, presumed to be original. Drop ceilings now cover the original ceilings above. All floors have wall-to-wall carpeting, apparently laid over the original resilient floor tiles, and a rubber base has replaced the original wood base in the majority of rooms. Interior spaces are currently illuminated with fluorescent lights, while original radiators still provide steam heat to interior spaces. At one end of each building, within the entry vestibule, six foot wide interior stairs join the two floors. The stair and vestibule are sectioned off by two sets of glass and aluminum doors. Bathrooms, one to a floor either male or female, consist of two rooms: one a shower room with a raised concrete floor and three showers stalls; and the other the toilet room with three urinals, four toilets with partitions and six lavatories. Walls and floors of the shower rooms are finished with ceramic tiles. In the toilet rooms, resilient sheet flooring is used and the walls are painted gypsum board. Each bathroom also contains a Janitor's Closet with a sink.

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--BUILDING ADDRESS----------

20 Central Avenue
Alameda, CA 94501

LOCATION : Richardson Avenue
COUNTY : Alameda
ELEVATION : 0 FT
UTM COORDINATES : 03/563640/4180300

--HISTORICAL INFORMATION----------

HBPP/NR Rating : 5 - 50+ Undetermined
DATE OF CONSTRUCTION : 1942-1943
NATIONAL REGISTER NO.:
NR DATE OF DECISION : / /
HABS/HAER NUMBER :
HSR : No
ARCHITECT : Unknown
STYLE : Modernistic

HISTORIC FUNCTIONS : Institutional Housing

CURRENT FUNCTIONS : Government Office

--SIZE INFORMATION----------

TOTAL FLOOR AREA	9,261 SF	PERIMETER LENGTH	310 LF
FIRST FLOOR AREA	2,865 SF	HEIGHT	24 FT
FINISHED BASEMENT	0 SF	NUMBER OF STORIES	2
UNFINISHED BASEMENT	0 SF	NUMBER OF ROOMS	34
ROOF AREA	6,300 SF	OCCUPIABLE	0 SF

--BUILDING CODE INFORMATION----------

APPLICABLE CODES : UBC
ADA
NFPA

SEISMIC ZONE : 4 - Critical Damage
CONSTRUCTION TYPE : 5 - Type V - Wood Frame Construction
OCCUPANCY CLASS : Business
NO. OF OCCUPANTS : 0

--GSA INFORMATION----------

BUILDING TYPE : Federal Center
LAST BER : 11/06/95
QUALITY INDEX : 0

--APPRAISAL INFORMATION----------

REPLACEMENT COST : 81,496
APPRAISAL YEAR : 1996
APPRAISAL SOURCE : Marshall Valuation Servic
OUTLEASE AMOUNT : 0
PERCENTAGE OCCUPIED : 0%

--HBPP STAGE II ZONES----------

ZONE 1:	0	ZONE 4:	2
ZONE 2:	0	ZONE 5:	0
ZONE 3:	0	ZONE 6:	0

--E X E C U T I V E S U M M A R Y----------

SIGNIFICANCE

A report prepared concurrent with this HBPP provides supporting materials for the nomination of the Federal Center to the National Register of Historic Places. Text sections of these supporting materials are included as appendices to this HBPP. The final decision concerning the Center's eligibility is the responsibility of the "Keeper of the Register". However, these supporting materials find that, since the surviving complex of buildings is but a remnant, and as each of the surviving, original buildings within the Center has been substantially altered, the Federal Center may not retain sufficient integrity to be determined eligible.

Under National Register criterion A for the period 1943 to 1946, the Maritime Officers School, Alameda appears to possess significance as one of two officer schools of the U.S. Maritime Service during World War II. The Maritime Service played a key role in the war, training officers and seamen to operate the merchant fleet, described as "the lifeline of democracy" supplying overseas troops. Alameda provided a total of 6,513 officers.

The essential physical features of the property could be divided into two groups: the working buildings and the living buildings. The living buildings included barracks, mess hall, firehouse, infirmary, garage, and store, all having to do with the routine necessities of any community. The working buildings and features included administration, auditorium, indoor swimming pool, parade ground, seamanship building, night-vision classroom, anti-aircraft building, the mast assembly, the pier, the engineering building, and the academic building. Of these two groups, the working buildings and features have a more direct relation to the significance of the property. This is especially true of those buildings whose purpose was uniquely related to the special nature of the school's training its maritime training. These are the indoor swimming pool, the seamanship building, the night-vision classroom, the anti-aircraft building, the mast assembly, the pier, the engineering building, and the academic building. Of these, only the seamanship building, the engineering building, and the academic building survive. These constitute an inadequate fragment of the whole to convey its significance as a district.

Through demolitions, there is a loss of integrity of design, materials, feeling, and association. Through redevelopment of much of the site, there is a loss of integrity of setting, feeling, and association.

Individually, the buildings of greatest potential significance are those especially designed for maritime training. The academic building, which was the center of training for deck officers, and the engineering building, which was the center of training for officers in the engineering department, like the other buildings on the G.S.A. property, have been painted and most windows have been replaced. In addition, the specialized interior of the engineering building has been remodelled and subdivided. These buildings have also lost integrity.

Under National Register criterion C for the period 1943, the Maritime Officers School, Alameda appears to possess significance for its design as a rare example of an early modern campus design, as a large example of a Bay Region style complex, and as an exemplification of World War II planning and design.

The essential physical features are the plan of streets and open space, including the parade ground; all the buildings, which were designed as a harmonious whole with asbestos-cement siding, brown walls and white trim; the mast assembly and the pier. Nearly half of the major buildings including the two largest have been

demolished; the character of the open space has changed some has been developed; and every building on G.S.A. property has been painted and has had windows replaced.

As a district under criterion C, there is a loss of integrity of design, materials, feeling, and association through demolitions and new development, and through a new color scheme and replacement of original windows with aluminum sash. As individual buildings, because the complex was designed as a whole without strong focal buildings, none of those on G.S.A. property stand out. All have lost integrity through painting and window replacement.

For the period of the Korean War, from 1950 to 1953, the Maritime Officers Training Station, Alameda appears to possess significance under National Register criterion A for its contribution to the Korean War. It may also possess exceptional significance under criteria consideration G, essential for eligible properties under 50 years of age. As in World War II, the station was associated with the critical effort to supply troops.

As above, there is a loss of integrity through demolitions and remodeling which render the property ineligible as a district. Using "Interim Guidance: Treatment of Cold War Historic Properties for U.S. Air Force Installations" (June 1993) as a reference, the individual structures on G.S.A. property which are eligible for consideration are those directly related to the mission of the property: the academic building and the engineering building. As above, these have lost integrity through substantial remodeling since the end of the period of significance, and they are not eligible.

ARCHITECTURAL DESCRIPTION

The Alameda Federal Center comprises a remnant of the U.S. Maritime Service Officers School, Alameda. The school was designed in 1942 by U.S. Coast Guard engineers and constructed in 1942-43 on a 32-acre site. Closed in 1953 and deactivated in 1954, the site was declared surplus in 1957. Most of the property was sold in 1961 and many of the buildings were subsequently demolished. The federal government retained ownership of a portion of the former campus containing the original barracks, mess hall, several academic buildings, and miscellaneous other structures. Known as the Alameda Federal Center, this 7.6-acre facility provides leased office and laboratory space to a wide variety of federal agencies. The siting of the Federal Center is organized by streets and drives adjacent to and within the property. Although interconnected by a series of covered walkways, the Federal Center buildings are individual structures, separated by streets and landscaped grounds. All original buildings in the Federal Center are one or two-story wood frame structures, with concrete perimeter foundation walls; flat, built-up roofs; cement-asbestos shingle siding; flat wood trimwork; and aluminum windows. The covered walkways are wood post-and-beam construction, again with flat, built-up roofs. Second Floor exterior exit stairs throughout the complex, either added or replacing original wood stairs during the 1980s, are of lightweight steel and concrete, with steel guardrails. Landing and entry structures, including short flights of stairs up to the First Floor, are wood frame with wood finish materials. Originally wood panel doors, all exterior doors are now aluminum and glass.

Buildings 2A-C, 2E-G, 5, 6 & 7, are all matching barracks buildings, which were and are the one predominant building type at the Center. The six buildings adjoining Building 2D, collectively called the 2-series, are all matching "barracks-type" buildings, which were and are the one predominant building type at the Federal Center. All of the original nine of these buildings remain, each of which has been converted to office uses. The six buildings in the 2-series are one of two distinct groups of this type, the other group consisting of Building 5, 6 and 7, which are aligned side-to-side at the west-central portion of the property across Richardson Drive. The original barracks buildings are each two-story, long, rectangular buildings with exterior stairs and landings at their short end, and with at least one end connected to the system of covered walkways. The original wood stairs and landings have been replaced with new wood, but most of concrete and steel.

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--D O C U M E N T A T I O N----------

--M A J O R I M P R O V E M E N T S / M O D I F I C A T I O N S----------

DATE: 1942-1943 CONSTRUCTION: Built DESCRIPTION: Original Construction
COST: 0 CONTRACTOR/DESIGNER: Unknown OCCUPATION: Architect

RECORDED IMPROVEMENT/MODIFICATION COSTS: $0

****

--INSPECTION TEAM INFORMATION----------

DATE OF INSPECTION: 10/12/95

INSPECTION TEAM

(1) Mark Hulbert
Project Architect
Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154
AREAS: All
INSPECTION TIME: 8.0 hrs.
REPORT TIME: 4.0 hrs.

(2) Sheri Williams
Intern Architect
Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154
AREAS: All
INSPECTION TIME: 8.0 hrs.
REPORT TIME: 140.0 hrs.

(3)
AREAS:
INSPECTION TIME: 0.0 hrs.
REPORT TIME: 0.0 hrs.

DATA ENTRY

DATE OF DATA ENTRY: 02/22/96
NAME: Sheri Williams
ADDRESS: Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154

INSPECTION BACKGROUND

ZONE NUMBER	ZONE TITLE	NUMBER OF SLIDES
4A	EXTERIOR ELEVATIONS	1
4B	BUILDING INTERIORS	0

SLIDE	TITLE	SLIDE	TITLE
CA076801	SOUTH ELEVATION		

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE
CA076801	SOUTH ELEVATION		

ZONE NUMBER	ZONE TITLE
4A	EXTERIOR ELEVATIONS

Buildings 2A, 2B, 2C, 2E, 2F, 2G, 5, 6, 7 are each two-story wood frame structures, with concrete perimeter foundation walls; flat, built-up roofs; cement-asbestos shingle siding; flat wood trimwork; and aluminum windows. Attached covered walkways are wood post-and-beam construction, again with flat, built-up roofs. Second Floor exterior exit stairs, either added or replacing original wood stairs during the 1980s, are of lightweight steel and concrete, with steel guardrails. Landing and entry structures, including short flights of stairs up to the First Floor, are wood frame with wood finish materials. Originally wood panel doors, all exterior doors are now aluminum and glass.

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE

ZONE NUMBER	ZONE TITLE

4B BUILDING INTERIORS

Buildings 2A, 2B, 2C, 2E, 2F, 2G, 5, 6, 7 are each two-story buildings with crawl spaces. A continuous, double loaded corridor runs down the center of each floor, with individual rooms to either side. At both ends of the corridor there are entrances and exits. One end is more of a service side with a large main interior stairwell and entry vestibule; community bathroom with shower room; and utility closet. The other end has a secondary exterior stair. The interior rooms vary in size. Some of the original interior walls have been removed or replaced. Crawl spaces contain a furnace room accessible from the exterior. All rooms and corridors have painted gypsum board walls, except for some of the most recently added walls, which are metal panels. A wood wainscot rail extends the length of the building's corridors. Interior doors are wood, two-panel doors, presumed to be original. Drop ceilings now cover the original ceilings above. All floors have wall-to-wall carpeting, apparently laid over the original resilient floor tiles, and a rubber base has replaced the original wood base in the majority of rooms. Interior spaces are currently illuminated with fluorescent lights, while original radiators still provide steam heat to interior spaces. At one end of each building, within the entry vestibule, six foot wide interior stairs join the two floors. The stair and vestibule are sectioned off by two sets of glass and aluminum doors. Bathrooms, one to a floor either male or female, consist of two rooms: one a shower room with a raised concrete floor and three showers stalls; and the other the toilet room with three urinals, four toilets with partitions and six lavatories. Walls and floors of the shower rooms are finished with ceramic tiles. In the toilet rooms, resilient sheet flooring is used and the walls are painted gypsum board. Each bathroom also contains a Janitor's Closet with a sink.

--EXECUTIVE SUMMARY----------

SIGNIFICANCE

A report prepared concurrent with the HBPP provides supporting materials for the nomination of the Federal Center to the National Register of Historic Places. The final decision concerning the Center's eligibility is the responsibility of the "Keeper of the Register". However, these supporting materials find that, since the surviving complex of buildings is but a remnant, and as each of the surviving, original buildings within the Center has been substantially altered, the Federal Center may not retain sufficient integrity to be determined eligible.

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Building 3 is L-shaped in plan, composed of a two-story rectangular building volume sited with its long axis north-south, along McKay Avenue, and with a taller one-story wing sited perpendicular to and slightly offset from the north end of the main building volume. The two-story building is very similar in plan and design to the barracks buildings, although originally housing classrooms, not barracks. The offset of space where the two wings meet forms an entry space to the two parts of the building. This two-story building also differs from the barracks by the position of an entrance way in the very center of the building. Originally a "lecture hall", the building's wing is now an auditorium with a stage added during the 1960s conversion of the facility.

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--D O C U M E N T A T I O N----------

--M A J O R I M P R O V E M E N T S / M O D I F I C A T I O N S----------

DATE: 1942-1943 CONSTRUCTION: Built DESCRIPTION: Original Construction
COST: 0 CONTRACTOR/DESIGNER: Unknown OCCUPATION: Architect

RECORDED IMPROVEMENT/MODIFICATION COSTS: $0

****

--I N S P E C T I O N T E A M I N F O R M A T I O N----------

DATE OF INSPECTION: 10/12/95

INSPECTION TEAM

(1) Mark Hulbert
Project Architect
Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154
AREAS: All
INSPECTION TIME: 8.0 hrs.
REPORT TIME: 4.0 hrs.

(2) Sheri Williams
Intern Architect
Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154
AREAS: All
INSPECTION TIME: 8.0 hrs.
REPORT TIME: 140.0 hrs.

(3)
AREAS:
INSPECTION TIME: 0.0 hrs.
REPORT TIME: 0.0 hrs.

DATA ENTRY

DATE OF DATA ENTRY: 02/21/96
NAME: Sheri Williams
ADDRESS: Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154

INSPECTION BACKGROUND

ZONE NUMBER	ZONE TITLE	NUMBER OF SLIDES
4A	EXTERIOR ELEVATIONS	1
4B	BUILDING INTERIOR	0

SLIDE	TITLE	SLIDE	TITLE
CA076401	SOUTH ELEVATION		

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE
CA076401	SOUTH ELEVATION		

ZONE NUMBER	ZONE TITLE
4A	EXTERIOR ELEVATIONS

Building 3 is two-story wood frame structure, L-shaped in plan, with concrete perimeter foundation walls; a flat, built-up roof; cement-asbestos shingle siding; flat wood trimwork; and aluminum windows. Attached covered walkways are wood post-and-beam construction, again with flat, built-up roofs. Second Floor exterior exit stairs, either added or replacing original wood stairs, are of lightweight steel and concrete, with steel guardrails. Landing and entry structures, including short flights of stairs up to the First Floor, are wood frame with wood finish materials. Originally wood panel doors, all exterior doors are now aluminum and glass.

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE

ZONE NUMBER	ZONE TITLE

4B BUILDING INTERIOR

Building 3 consists of a two-story office building with double loaded corridors, with a wing housing a two-story high auditorium. The office portion of Building 3 is similarly configured to the 2-Series Buildings and Buildings 6, 7 and 8, except there is no shower room associated with the bathroom and there is a central stair hall in addition to a stair hall at the north end of the building. The auditorium wing is open, with a raised stage and two adjoining side offices at the west end; projection booths at the rear, or east end of the room; and windows on the north and south sides. This building was damaged during the 1989 earthquake and the original, built-up wood columns within the space replaced thereafter with steel lally columns to support the original, exposed wood roof trusses. The exposed underside of the roof deck is painted masonite panels. The floor, finished with resilient tile, rakes from east to west. Interior walls are finished with gypsum board above an exposed, concrete foundation wall approximately eighteen inches high. Some of the original five-panel wood doors remain, though the majority are new glass and aluminum doors. The space is lit by fluorescent fixtures.

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--BUILDING ADDRESS----------

620 Central Avenue
Alameda, CA 94501

LOCATION : Richardson Avenue
COUNTY : Alameda
ELEVATION : 0 FT
UTM COORDINATES : 03/563640/4180300

--HISTORICAL INFORMATION----------

HBPP/NR Rating : 5 - 50+ Undetermined
DATE OF CONSTRUCTION : 1942-1943
NATIONAL REGISTER NO.:
NR DATE OF DECISION : / /
HABS/HAER NUMBER :
HSR : No
ARCHITECT : Unknown
STYLE : Modernistic

HISTORIC FUNCTIONS : Storage (Granary, Silo)
CURRENT FUNCTIONS : Storage (Granary, Silo)

--SIZE INFORMATION----------

TOTAL FLOOR AREA	4,323 SF	PERIMETER LENGTH	277 LF
FIRST FLOOR AREA	3,674 SF	HEIGHT	12 FT
FINISHED BASEMENT	0 SF	NUMBER OF STORIES	1
UNFINISHED BASEMENT	0 SF	NUMBER OF ROOMS	6
ROOF AREA	4,000 SF	OCCUPIABLE	3,674 SF

--BUILDING CODE INFORMATION----------

APPLICABLE CODES : UBC
ADA
NFPA

SEISMIC ZONE : 4 - Critical Damage
CONSTRUCTION TYPE : 5 - Type V - Wood Frame Construction
OCCUPANCY CLASS : Storage
NO. OF OCCUPANTS : 0

--GSA INFORMATION----------

BUILDING TYPE : Federal Center
LAST BER : 11/06/95
QUALITY INDEX : 0

--APPRAISAL INFORMATION----------

REPLACEMENT COST : 38,042
APPRAISAL YEAR : 1996
APPRAISAL SOURCE : Marshall Valuation Servic
OUTLEASE AMOUNT : 0
PERCENTAGE OCCUPIED : 0%

--HBPP STAGE II ZONES----------

ZONE 1: 0
ZONE 2: 0
ZONE 3: 0
ZONE 4: 2
ZONE 5: 0
ZONE 6: 0

--EXECUTIVE SUMMARY----------

SIGNIFICANCE

A report prepared concurrent with the HBPP provides supporting materials for the nomination of the Federal Center to the National Register of Historic Places. The final decision concerning the Center's eligibility is the responsibility of the "Keeper of the Register". However, these supporting materials find that, since the surviving complex of buildings is but a remnant, and as each of the surviving, original buildings within the Center has been substantially altered, the Federal Center may not retain sufficient integrity to be determined eligible.

Under National Register criterion A for the period 1943 to 1946, the Maritime Officers School, Alameda appears to possess significance as one of two officer schools of the U.S. Maritime Service during World War II. The Maritime Service played a key role in the war, training officers and seamen to operate the merchant fleet, described as "the lifeline of democracy" supplying overseas troops. Alameda provided a total of 6,513 officers.

The essential physical features of the property could be divided into two groups: the working buildings and the living buildings. The living buildings included barracks, mess hall, firehouse, infirmary, garage, and store, all having to do with the routine necessities of any community. The working buildings and features included administration, auditorium, indoor swimming pool, parade ground, seamanship building, night-vision classroom, anti-aircraft building, the mast assembly, the pier, the engineering building, and the academic building. Of these two groups, the working buildings and features have a more direct relation to the significance of the property. This is especially true of those buildings whose purpose was uniquely related to the special nature of the school's training its maritime training. These are the indoor swimming pool, the seamanship building, the night-vision classroom, the anti-aircraft building, the mast assembly, the pier, the engineering building, and the academic building. Of these, only the seamanship building, the engineering building, and the academic building survive. These constitute an inadequate fragment of the whole to convey its significance as a district.

Through demolitions, there is a loss of integrity of design, materials, feeling, and association. Through redevelopment of much of the site, there is a loss of integrity of setting, feeling, and association.

Individually, the buildings of greatest potential significance are those especially designed for maritime training. The academic building, which was the center of training for deck officers, and the engineering building, which was the center of training for officers in the engineering department, like the other buildings on the G.S.A. property, have been painted and most windows have been replaced. In addition, the specialized interior of the engineering building has been remodelled and subdivided. These buildings have also lost integrity.

Under National Register criterion C for the period 1943, the Maritime Officers School, Alameda appears to possess significance for its design as a rare example of an early modern campus design, as a large example of a Bay Region style complex, and as an exemplification of World War II planning and design.

The essential physical features are the plan of streets and open space, including the parade ground; all the buildings, which were designed as a harmonious whole with asbestos-cement siding, brown walls and white trim; the mast assembly and the pier. Nearly half of the major buildings including the two largest have been

demolished; the character of the open space has changed some has been developed; and every building on G.S.A. property has been painted and has had windows replaced.

As a district under criterion C, there is a loss of integrity of design, materials, feeling, and association through demolitions and new development, and through a new color scheme and replacement of original windows with aluminum sash. As individual buildings, because the complex was designed as a whole without strong focal buildings, none of those on G.S.A. property stand out. All have lost integrity through painting and window replacement.

For the period of the Korean War, from 1950 to 1953, the Maritime Officers Training Station, Alameda appears to possess significance under National Register criterion A for its contribution to the Korean War. It may also possess exceptional significance under criteria consideration G, essential for eligible properties under 50 years of age. As in World War II, the station was associated with the critical effort to supply troops.

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ARCHITECTURAL DESCRIPTION

The Alameda Federal Center comprises a remnant of the U.S. Maritime Service Officers School, Alameda. The school was designed in 1942 by U.S. Coast Guard engineers and constructed in 1942-43 on a 32-acre site. Closed in 1953 and deactivated in 1954, the site was declared surplus in 1957. Most of the property was sold in 1961 and many of the buildings were subsequently demolished. The federal government retained ownership of a portion of the former campus containing the original barracks, mess hall, several academic buildings, and miscellaneous other structures. Known as the Alameda Federal Center, this 7.6-acre facility provides leased office and laboratory space to a wide variety of federal agencies. The siting of the Federal Center is organized by streets and drives adjacent to and within the property. Although interconnected by a series of covered walkways, the Federal Center buildings are individual structures, separated by streets and landscaped grounds. All original buildings in the Federal Center are one or two-story wood frame structures, with concrete perimeter foundation walls; flat, built-up roofs; cement-asbestos shingle siding; flat wood trimwork; and aluminum windows. The covered walkways are wood post-and-beam construction, again with flat, built-up roofs. Second Floor exterior exit stairs throughout the complex, either added or replacing original wood stairs during the 1980s, are of lightweight steel and concrete, with steel guardrails. Landing and entry structures, including short flights of stairs up to the First Floor, are wood frame with wood finish materials. Originally wood panel doors, all exterior doors are Building 4 is another freestanding building, sited at the southwest corner of the property, across both Richardson and Gardner Drives, and surrounded by paved parking areas. It was originally constructed as an "equipment building". Today it is used for storage.

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--D O C U M E N T A T I O N----------

--M A J O R I M P R O V E M E N T S / M O D I F I C A T I O N S----------

DATE: 1942-1943 CONSTRUCTION: Built DESCRIPTION: Original Construction
COST: 0 CONTRACTOR/DESIGNER: Unknown OCCUPATION: Architect

RECORDED IMPROVEMENT/MODIFICATION COSTS: $0

ZONE NUMBER	ZONE TITLE	NUMBER OF SLIDES
4A	EXTERIOR ELEVATIONS	2
4B	BUILDING INTERIOR	0

SLIDE	TITLE	SLIDE	TITLE
CA076601	EAST ELEVATION	CA076602	SOUTH ELEVATION

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE
CA076601	EAST ELEVATION	CA076602	SOUTH ELEVATION

ZONE NUMBER	ZONE TITLE

4A EXTERIOR ELEVATIONS

Building 4, essentially a garage, is a one-story wood frame structure, with concrete perimeter foundation walls and a concrete floor slab; flat, built-up roofs; cement-asbestos shingle siding; flat wood trimwork; and three large overhead doors in the east elevation. Unlike other buildings within the Federal Center, Building 4 retains its original wood doors and windows. A prefabricated, refrigerated storage shed adjoins the building's east elevation.

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE

ZONE NUMBER	ZONE TITLE
4B	BUILDING INTERIOR

Building 4 is a relatively small, one-story building with a double height garage space. The building structure consists of an exposed, poured concrete slab on grade, with concrete piers supporting built-up wood columns and the exposed ceiling trusses and joists above. All the interior walls in the garage are painted horizontal wood siding. The three original garage doors have been replaced with new overhead doors, two of which are wood and one aluminum. Some of the original door hardware is intact. An original bathroom with fixtures is located in the garage area. A new walk-in freezer occupies a portion of the garage space. The other parts of the building are divided into storage areas, office space and a bathroom. In these rooms the walls are all painted gypsum board with a wood base board and simple wood crown. The ceilings are acoustical tile and flooring is resilient tile. Some original two-panel wood doors and wood trim remain.

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--BUILDING ADDRESS----------

620 Central Avenue
Alameda, CA 94501

LOCATION : Richardson Avenue
COUNTY : Alameda
ELEVATION : 0 FT
UTM COORDINATES : 03/563640/4180300

--HISTORICAL INFORMATION----------

HBPP/NR Rating : 5 - 50+ Undetermined
DATE OF CONSTRUCTION : 1942-1943
NATIONAL REGISTER NO.:
NR DATE OF DECISION : / /
HABS/HAER NUMBER :
HSR : No
ARCHITECT : Unknown
STYLE : Modernistic

HISTORIC FUNCTIONS : Institutional Housing

CURRENT FUNCTIONS : Government Office

--SIZE INFORMATION----------

TOTAL FLOOR AREA	8,850 SF	PERIMETER LENGTH	316 LF
FIRST FLOOR AREA	2,781 SF	HEIGHT	24 FT
FINISHED BASEMENT	0 SF	NUMBER OF STORIES	2
UNFINISHED BASEMENT	0 SF	NUMBER OF ROOMS	34
ROOF AREA	5,800 SF	OCCUPIABLE	5,563 SF

--BUILDING CODE INFORMATION----------

APPLICABLE CODES : UBC
ADA
NFPA

SEISMIC ZONE : 4 - Critical Damage
CONSTRUCTION TYPE : 5 - Type V - Wood Frame Construction
OCCUPANCY CLASS : Business
NO. OF OCCUPANTS : 0

--GSA INFORMATION----------

BUILDING TYPE : Federal Center
LAST BER : 11/06/95
QUALITY INDEX : 0

--APPRAISAL INFORMATION----------

REPLACEMENT COST : 77,880
APPRAISAL YEAR : 1996
APPRAISAL SOURCE : Marshall Valuation Servic
OUTLEASE AMOUNT : 0
PERCENTAGE OCCUPIED : 0%

--HBPP STAGE II ZONES----------

ZONE 1: 0
ZONE 2: 0
ZONE 3: 0
ZONE 4: 2
ZONE 5: 0
ZONE 6: 0

--EXECUTIVE SUMMARY----------

SIGNIFICANCE

A report prepared concurrent with the HBPP provides supporting materials for the nomination of the Federal Center to the National Register of Historic Places. The final decision concerning the Center's eligibility is the responsibility of the "Keeper of the Register". However, these supporting materials find that, since the surviving complex of buildings is but a remnant, and as each of the surviving, original buildings within the Center has been substantially altered, the Federal Center may not retain sufficient integrity to be determined eligible.

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The essential physical features are the plan of streets and open space, including the parade ground; all the buildings, which were designed as a harmonious whole with asbestos-cement siding, brown walls and white trim; the mast assembly and the pier. Nearly half of the major buildings including the two largest have been

demolished; the character of the open space has changed some has been developed; and every building on G.S.A. property has been painted and has had windows replaced.

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For the period of the Korean War, from 1950 to 1953, the Maritime Officers Training Station, Alameda appears to possess significance under National Register criterion A for its contribution to the Korean War. It may also possess exceptional significance under criteria consideration G, essential for eligible properties under 50 years of age. As in World War II, the station was associated with the critical effort to supply troops.

As above, there is a loss of integrity through demolitions and remodeling which render the property ineligible as a district. Using "Interim Guidance: Treatment of Cold War Historic Properties for U.S. Air Force Installations" (June 1993) as a reference, the individual structures on G.S.A. property which are eligible for consideration are those directly related to the mission of the property: the academic building and the engineering building. As above, these have lost integrity through substantial remodeling since the end of the period of significance, and they are not eligible.

ARCHITECTURAL DESCRIPTION

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Buildings 2A-C, 2E-G, 5, 6 & 7, are all matching barracks buildings, which were and are the one predominant building type at the Center. The six buildings adjoining Building 2D, collectively called the 2-series, are all matching "barracks-type" buildings, which were and are the one predominant building type at the Federal Center. All of the original nine of these buildings remain, each of which has been converted to office uses. The six buildings in the 2-series are one of two distinct groups of this type, the other group consisting of Building 5, 6 and 7, which are aligned side-to-side at the west-central portion of the property across Richardson Drive. The original barracks buildings are each two-story, long, rectangular buildings with exterior stairs and landings at their short end, and with at least one end connected to the system of covered walkways. The original wood stairs and landings have been replaced with new wood, but most of concrete and steel.

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--D O C U M E N T A T I O N----------

--M A J O R I M P R O V E M E N T S / M O D I F I C A T I O N S----------

DATE: 1942-1943 CONSTRUCTION: Built DESCRIPTION: Original Construction
COST: 0 CONTRACTOR/DESIGNER: Unknown OCCUPATION: Architect

RECORDED IMPROVEMENT/MODIFICATION COSTS: $0

****

--I N S P E C T I O N T E A M I N F O R M A T I O N----------

DATE OF INSPECTION: 10/21/95

INSPECTION TEAM

(1) Mark Hulbert
Project Architect
Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154
AREAS: All
INSPECTION TIME: 8.0 hrs.
REPORT TIME: 4.0 hrs.

(2) Sheri Williams
Intern Architect
Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154
AREAS: all
INSPECTION TIME: 8.0 hrs.
REPORT TIME: 140.0 hrs.

(3)
AREAS:
INSPECTION TIME: 0.0 hrs.
REPORT TIME: 0.0 hrs.

DATA ENTRY

DATE OF DATA ENTRY: 02/21/96
NAME: Sheri Williams
ADDRESS: Page & Turnbull
724 Pine Street
San Francsico, CA 94108
(415) 362-5154

INSPECTION BACKGROUND

ZONE NUMBER	ZONE TITLE	NUMBER OF SLIDES
4A	EXTERIOR ELEVATIONS	1
4B	BUILDING INTERIOR	0

SLIDE	TITLE	SLIDE	TITLE
CA077001	SOUTH EAST ELEVATION		

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE
CA077001	SOUTH EAST ELEVATION		

ZONE NUMBER	ZONE TITLE
4A	EXTERIOR ELEVATIONS

Buildings 2A, 2B, 2C, 2E, 2F, 2G, 5, 6, 7 are each two-story wood frame structures, with concrete perimeter foundation walls; flat, built-up roofs; cement-asbestos shingle siding; flat wood trimwork; and aluminum windows. Attached covered walkways are wood post-and-beam construction, again with flat, built-up roofs. Second Floor exterior exit stairs, either added or replacing original wood stairs during the 1980s, are of lightweight steel and concrete, with steel guardrails. Landing and entry structures, including short flights of stairs up to the First Floor, are wood frame with wood finish materials. Originally wood panel doors, all exterior doors are now aluminum and glass.

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE

ZONE NUMBER	ZONE TITLE

4B BUILDING INTERIOR

Buildings 2A, 2B, 2C, 2E, 2F, 2G, 5, 6, 7 are two stories over crawl spaces. A continuous, double loaded corridor runs down the center of each floor, with individual rooms to either side. At both ends of the corridor there are entrances and exits. One end is more of a service side with a large main interior stairwell and entry vestibule; community bathroom with shower room; and utility closet. The other end has a secondary exterior stair. The interior rooms vary in size. Some of the original interior walls have been removed or replaced. All rooms and corridors have painted gypsum board walls, except for some of the most recently added walls, which are metal panels. A wood wainscot rail extends the length of the building's corridors. Interior doors are wood, two-panel doors, presumed to be original. Drop ceilings now cover the original ceilings above. All floors have wall-to-wall carpeting, apparently laid over the original resilient floor tiles, and a rubber base has replaced the original wood base in the majority of rooms. Interior spaces are currently illuminated with fluorescent lights, while original radiators still provide steam heat to interior spaces. At one end of each building, within the entry vestibule, six foot wide interior stairs join the two floors. The stair and vestibule are sectioned off by two sets of glass and aluminum doors. Bathrooms, one to a floor either male or female, consist of two rooms: one a shower room with a raised concrete floor and three showers stalls; and the other the toilet room with three urinals, four toilets with partitions and six lavatories. Walls and floors of the shower rooms are finished with ceramic tiles. In the toilet rooms, resilient sheet flooring is used and the walls are painted gypsum board. Each bathroom also contains a Janitor's Closet with a sink.

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--BUILDING ADDRESS----------

620 Central Avenue
Alameda, CA 94501

LOCATION : Richardson Avenue
COUNTY : Alameda
ELEVATION : 0 FT
UTM COORDINATES : 03/563640/4180300

--HISTORICAL INFORMATION----------

HBPP/NR Rating : 5 - 50+ Undetermined
DATE OF CONSTRUCTION : 1942-1943
NATIONAL REGISTER NO.:
NR DATE OF DECISION : / /
HABS/HAER NUMBER :
HSR : No
ARCHITECT : Unknown
STYLE : Modernistic

HISTORIC FUNCTIONS : Institutional Housing

CURRENT FUNCTIONS : Government Office

--SIZE INFORMATION----------

TOTAL FLOOR AREA	9,000 SF	PERIMETER LENGTH	316 LF
FIRST FLOOR AREA	2,930 SF	HEIGHT	24 FT
FINISHED BASEMENT	0 SF	NUMBER OF STORIES	2
UNFINISHED BASEMENT	0 SF	NUMBER OF ROOMS	30
ROOF AREA	5,800 SF	OCCUPIABLE	5,860 SF

--BUILDING CODE INFORMATION----------

APPLICABLE CODES : UBC
ADA
NFPA

SEISMIC ZONE : 4 - Critical Damage
CONSTRUCTION TYPE : 5 - Type V - Wood Frame Construction
OCCUPANCY CLASS : Business
NO. OF OCCUPANTS : 0

--GSA INFORMATION----------

BUILDING TYPE : Federal Center
LAST BER : 11/06/95
QUALITY INDEX : 0

--APPRAISAL INFORMATION----------

REPLACEMENT COST : 79,200
APPRAISAL YEAR : 1996
APPRAISAL SOURCE : Marshall Valuation Servic
OUTLEASE AMOUNT : 0
PERCENTAGE OCCUPIED : 0%

--HBPP STAGE II ZONES----------

ZONE 1:	0	ZONE 4:	2
ZONE 2:	0	ZONE 5:	0
ZONE 3:	0	ZONE 6:	0

--E X E C U T I V E S U M M A R Y----------

SIGNIFICANCE

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Under National Register criterion C for the period 1943, the Maritime Officers School, Alameda appears to possess significance for its design as a rare example of an early modern campus design, as a large example of a Bay Region style complex, and as an exemplification of World War II planning and design.

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--D O C U M E N T A T I O N----------

--M A J O R I M P R O V E M E N T S / M O D I F I C A T I O N S----------

DATE: 1942-1943 CONSTRUCTION: Built DESCRIPTION: Original Construction
COST: 0 CONTRACTOR/DESIGNER: Unknown OCCUPATION: Architect

RECORDED IMPROVEMENT/MODIFICATION COSTS: $0

****

--I N S P E C T I O N T E A M I N F O R M A T I O N----------

DATE OF INSPECTION: 10/12/95

INSPECTION TEAM

(1) Mark Hulbert
Project Architect
Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154
AREAS: All
INSPECTION TIME: 8.0 hrs.
REPORT TIME: 4.0 hrs.

(2) Sheri Williams
Intern Architect
Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154
AREAS: All
INSPECTION TIME: 8.0 hrs.
REPORT TIME: 140.0 hrs.

(3)
AREAS:
INSPECTION TIME: 0.0 hrs.
REPORT TIME: 0.0 hrs.

DATA ENTRY

DATE OF DATA ENTRY: 02/21/96
NAME: Sheri Williams
ADDRESS: Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154

INSPECTION BACKGROUND

ZONE NUMBER	ZONE TITLE	NUMBER OF SLIDES
4A	EXTERIOR ELEVATIONS	1
4B	BUILDING INTERIOR	0

SLIDE	TITLE	SLIDE	TITLE
CA077101	SOUTH EAST ELEVATION		

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE
CA077101	SOUTH EAST ELEVATION		

ZONE NUMBER	ZONE TITLE
4A	EXTERIOR ELEVATIONS

Buildings 2A, 2B, 2C, 2E, 2F, 2G, 5, 6, 7 are each two-story wood frame structures, with concrete perimeter foundation walls; flat, built-up roofs; cement-asbestos shingle siding; flat wood trimwork; and aluminum windows. Attached covered walkways are wood post-and-beam construction, again with flat, built-up roofs. Second Floor exterior exit stairs, either added or replacing original wood stairs during the 1980s, are of lightweight steel and concrete, with steel guardrails. Landing and entry structures, including short flights of stairs up to the First Floor, are wood frame with wood finish materials. Originally wood panel doors, all exterior doors are now aluminum and glass.

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE

ZONE NUMBER	ZONE TITLE

4B BUILDING INTERIOR

Buildings 2A, 2B, 2C, 2E, 2F, 2G, 5, 6, 7 are two stories over crawl spaces. A continuous, double loaded corridor runs down the center of each floor, with individual rooms to either side. At both ends of the corridor there are entrances and exits. One end is more of a service side with a large main interior stairwell and entry vestibule; community bathroom with shower room; and utility closet. The other end has a secondary exterior stair. The interior rooms vary in size. Some of the original interior walls have been removed or replaced.Crawl spaces contain a furnace room accessible from the exterior.All rooms and corridors have painted gypsum board walls, except for some of the most recently added walls, which are metal panels. A wood wainscot rail extends the length of the building?s corridors. Interior doors are wood, two-panel doors, presumed to be original. Drop ceilings now cover the original ceilings above. All floors have wall-to-wall carpeting, apparently laid over the original resilient floor tiles, and a rubber base has replaced the original wood base in the majority of rooms. Interior spaces are currently illuminated with flourescent lights, while original radiators still provide steam heat to interior spaces. At one end of each building, within the entry vestibule, six foot wide interior stairs join the two floors. The stair and vestibule are sectioned off by two sets of glass and aluminum doors. Bathrooms, one to a floor either male or female, consist of two rooms: one a shower room with a raised concrete floor and three showers stalls; and the other the toilet room with three urinals, four toilets with partitions and six lavatories. Walls and floors of the shower rooms are finished with ceramic tiles. In the toilet rooms, resilient sheet flooring is used and the walls are painted gypsum board. Each bathroom also contains a Janitor?s Closet with a sink.

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--BUILDING ADDRESS----------

620 Central Avenue
Alameda, CA 94501

LOCATION : Richardson Avenue
COUNTY : Alameda
ELEVATION : 0 FT
UTM COORDINATES : 03/563640/4180300

--HISTORICAL INFORMATION----------

HBPP/NR Rating : 5 - 50+ Undetermined
DATE OF CONSTRUCTION : 1942-1943
NATIONAL REGISTER NO.:
NR DATE OF DECISION : / /
HABS/HAER NUMBER :
HSR : No
ARCHITECT : Unknown
STYLE : Modernistic

HISTORIC FUNCTIONS : Institutional Housing

CURRENT FUNCTIONS : Government Office

--SIZE INFORMATION----------

TOTAL FLOOR AREA	5,540 SF	PERIMETER LENGTH	316 LF
FIRST FLOOR AREA	2,770 SF	HEIGHT	24 FT
FINISHED BASEMENT	0 SF	NUMBER OF STORIES	2
UNFINISHED BASEMENT	0 SF	NUMBER OF ROOMS	34
ROOF AREA	5,800 SF	OCCUPIABLE	8,850 SF

--BUILDING CODE INFORMATION----------

APPLICABLE CODES : UBC
ADA
NFPA

SEISMIC ZONE : 4 - Critical Damage
CONSTRUCTION TYPE : 5 - Type V - Wood Frame Construction
OCCUPANCY CLASS : Business
NO. OF OCCUPANTS : 0

--GSA INFORMATION----------

BUILDING TYPE : Federal Center
LAST BER : 11/06/95
QUALITY INDEX : 0

--APPRAISAL INFORMATION----------

REPLACEMENT COST : 48,752
APPRAISAL YEAR : 1996
APPRAISAL SOURCE : Marshall Valuation Servic
OUTLEASE AMOUNT : 0
PERCENTAGE OCCUPIED : 0%

--HBPP STAGE II ZONES----------

ZONE 1:	0	ZONE 4:	2
ZONE 2:	0	ZONE 5:	0
ZONE 3:	0	ZONE 6:	0

--E X E C U T I V E S U M M A R Y----------

SIGNIFICANCE

A report prepared concurrent with the HBPP provides supporting materials for the nomination of the Federal Center to the National Register of Historic Places. The final decision concerning the Center's eligibility is the responsibility of the "Keeper of the Register". However, these supporting materials find that, since the surviving complex of buildings is but a remnant, and as each of the surviving, original buildings within the Center has been substantially altered, the Federal Center may not retain sufficient integrity to be determined eligible.

Under National Register criterion A for the period 1943 to 1946, the Maritime Officers School, Alameda appears to possess significance as one of two officer schools of the U.S. Maritime Service during World War II. The Maritime Service played a key role in the war, training officers and seamen to operate the merchant fleet, described as "the lifeline of democracy" supplying overseas troops. Alameda provided a total of 6,513 officers.

The essential physical features of the property could be divided into two groups: the working buildings and the living buildings. The living buildings included barracks, mess hall, firehouse, infirmary, garage, and store, all having to do with the routine necessities of any community. The working buildings and features included administration, auditorium, indoor swimming pool, parade ground, seamanship building, night-vision classroom, anti-aircraft building, the mast assembly, the pier, the engineering building, and the academic building. Of these two groups, the working buildings and features have a more direct relation to the significance of the property. This is especially true of those buildings whose purpose was uniquely related to the special nature of the school's training its maritime training. These are the indoor swimming pool, the seamanship building, the night-vision classroom, the anti-aircraft building, the mast assembly, the pier, the engineering building, and the academic building. Of these, only the seamanship building, the engineering building, and the academic building survive. These constitute an inadequate fragment of the whole to convey its significance as a district.

Through demolitions, there is a loss of integrity of design, materials, feeling, and association. Through redevelopment of much of the site, there is a loss of integrity of setting, feeling, and association.

Individually, the buildings of greatest potential significance are those especially designed for maritime training. The academic building, which was the center of training for deck officers, and the engineering building, which was the center of training for officers in the engineering department, like the other buildings on the G.S.A. property, have been painted and most windows have been replaced. In addition, the specialized interior of the engineering building has been remodelled and subdivided. These buildings have also lost integrity.

Under National Register criterion C for the period 1943, the Maritime Officers School, Alameda appears to possess significance for its design as a rare example of an early modern campus design, as a large example of a Bay Region style complex, and as an exemplification of World War II planning and design.

The essential physical features are the plan of streets and open space, including the parade ground; all the buildings, which were designed as a harmonious whole with asbestos-cement siding, brown walls and white trim; the mast assembly and the pier. Nearly half of the major buildings including the two largest have been

demolished; the character of the open space has changed some has been developed; and every building on G.S.A. property has been painted and has had windows replaced.

As a district under criterion C, there is a loss of integrity of design, materials, feeling, and association through demolitions and new development, and through a new color scheme and replacement of original windows with aluminum sash. As individual buildings, because the complex was designed as a whole without strong focal buildings, none of those on G.S.A. property stand out. All have lost integrity through painting and window replacement.

For the period of the Korean War, from 1950 to 1953, the Maritime Officers Training Station, Alameda appears to possess significance under National Register criterion A for its contribution to the Korean War. It may also possess exceptional significance under criteria consideration G, essential for eligible properties under 50 years of age. As in World War II, the station was associated with the critical effort to supply troops.

As above, there is a loss of integrity through demolitions and remodeling which render the property ineligible as a district. Using "Interim Guidance: Treatment of Cold War Historic Properties for U.S. Air Force Installations" (June 1993) as a reference, the individual structures on G.S.A. property which are eligible for consideration are those directly related to the mission of the property: the academic building and the engineering building. As above, these have lost integrity through substantial remodeling since the end of the period of significance, and they are not eligible.

ARCHITECTURAL DESCRIPTION

The Alameda Federal Center comprises a remnant of the U.S. Maritime Service Officers School, Alameda. The school was designed in 1942 by U.S. Coast Guard engineers and constructed in 1942-43 on a 32-acre site. Closed in 1953 and deactivated in 1954, the site was declared surplus in 1957. Most of the property was sold in 1961 and many of the buildings were subsequently demolished. The federal government retained ownership of a portion of the former campus containing the original barracks, mess hall, several academic buildings, and miscellaneous other structures. Known as the Alameda Federal Center, this 7.6-acre facility provides leased office and laboratory space to a wide variety of federal agencies. The siting of the Federal Center is organized by streets and drives adjacent to and within the property. Although interconnected by a series of covered walkways, the Federal Center buildings are individual structures, separated by streets and landscaped grounds. All original buildings in the Federal Center are one or two-story wood frame structures, with concrete perimeter foundation walls; flat, built-up roofs; cement-asbestos shingle siding; flat wood trimwork; and aluminum windows. The covered walkways are wood post-and-beam construction, again with flat, built-up roofs. Second Floor exterior exit stairs throughout the complex, either added or replacing original wood stairs during the 1980s, are of lightweight steel and concrete, with steel guardrails. Landing and entry structures, including short flights of stairs up to the First Floor, are wood frame with wood finish materials. Originally wood panel doors, all exterior doors are now aluminum and glass.

Buildings 2A-C, 2E-G, 5, 6 & 7, are all matching barracks buildings, which were and are the one predominant building type at the Center. The six buildings adjoining Building 2D, collectively called the 2-series, are all matching "barracks-type" buildings, which were and are the one predominant building type at the Federal Center. All of the original nine of these buildings remain, each of which has been converted to office uses. The six buildings in the 2-series are one of two distinct groups of this type, the other group consisting of Building 5, 6 and 7, which are aligned side-to-side at the west-central portion of the property across Richardson Drive. The original barracks buildings are each two-story, long, rectangular buildings with exterior stairs and landings at their short end, and with at least one end connected to the system of covered walkways. The original wood stairs and landings have been replaced with new wood, but most of concrete and steel.

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--D O C U M E N T A T I O N----------

--M A J O R I M P R O V E M E N T S / M O D I F I C A T I O N S----------

DATE: 1942-1943 CONSTRUCTION: Built DESCRIPTION: Original Construction
COST: 0 CONTRACTOR/DESIGNER: Unknown OCCUPATION: Architect

RECORDED IMPROVEMENT/MODIFICATION COSTS: $0

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--I N S P E C T I O N T E A M I N F O R M A T I O N----------

DATE OF INSPECTION: 10/12/95

INSPECTION TEAM

(1) Mark Hulbert
Project Architect
Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154
AREAS: All
INSPECTION TIME: 8.0 hrs.
REPORT TIME: 4.0 hrs.

(2) Sheri Williams
Intern Architect
Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154
AREAS: All
INSPECTION TIME: 8.0 hrs.
REPORT TIME: 140.0 hrs.

(3)
AREAS:
INSPECTION TIME: 0.0 hrs.
REPORT TIME: 0.0 hrs.

DATA ENTRY

DATE OF DATA ENTRY: 02/21/96
NAME: Sheri Wiliams
ADDRESS: Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154

INSPECTION BACKGROUND

ZONE NUMBER	ZONE TITLE	NUMBER OF SLIDES
4A	EXTERIOR ELEVATIONS	1
4B	BUILDING INTERIORS	0

SLIDE	TITLE	SLIDE	TITLE
CA077201	SOUTH EAST ELEVATION		

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE
CA077201	SOUTH EAST ELEVATION		

ZONE NUMBER	ZONE TITLE
4A	EXTERIOR ELEVATIONS

Buildings 2A, 2B, 2C, 2E, 2F, 2G, 5, 6, 7 are each two-story wood frame structures, with concrete perimeter foundation walls; flat, built-up roofs; cement-asbestos shingle siding; flat wood trimwork; and aluminum windows. Attached covered walkways are wood post-and-beam construction, again with flat, built-up roofs. Second Floor exterior exit stairs, either added or replacing original wood stairs during the 1980s, are of lightweight steel and concrete, with steel guardrails. Landing and entry structures, including short flights of stairs up to the First Floor, are wood frame with wood finish materials. Originally wood panel doors, all exterior doors are now aluminum and glass.

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE

ZONE NUMBER	ZONE TITLE

4B BUILDING INTERIORS

Buildings 2A, 2B, 2C, 2E, 2F, 2G, 5, 6, 7 are two stories over crawl spaces. A continuous, double loaded corridor runs down the center of each floor, with individual rooms to either side. At both ends of the corridor there are entrances and exits. One end is more of a service side with a large main interior stairwell and entry vestibule; community bathroom with shower room; and utility closet. The other end has a secondary exterior stair. The interior rooms vary in size. Some of the original interior walls have been removed or replaced. Building 7 has added a meeting hall on the first floor, replacing a portion of the central corridor. Crawl spaces contain a furnace room accessible from the exterior. Building 7 has added a meeting hall on the first floor, replacing a portion of the central corridor.

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--BUILDING ADDRESS----------

620 Central Avenue
Alameda, CA 94501

LOCATION : McKay Avenue
COUNTY : Alameda
ELEVATION : 0 FT
UTM COORDINATES : 03/563640/4180300

--HISTORICAL INFORMATION----------

HBPP/NR Rating : 5 - 50+ Undetermined
DATE OF CONSTRUCTION : 1942-1943
NATIONAL REGISTER NO. :
NR DATE OF DECISION : / /
HABS/HAER NUMBER :
HSR : No
ARCHITECT : Unknown
STYLE : Modernistic

HISTORIC FUNCTIONS : Processing

CURRENT FUNCTIONS : Processing

--SIZE INFORMATION----------

TOTAL FLOOR AREA	726 SF	PERIMETER LENGTH	124 LF
FIRST FLOOR AREA	419 SF	HEIGHT	15 FT
FINISHED BASEMENT	0 SF	NUMBER OF STORIES	1
UNFINISHED BASEMENT	0 SF	NUMBER OF ROOMS	1
ROOF AREA	800 SF	OCCUPIABLE	419 SF

--BUILDING CODE INFORMATION----------

APPLICABLE CODES : UBC
ADA
NFPA

SEISMIC ZONE : 4 - Critical Damage
CONSTRUCTION TYPE : 5 - Type V - Wood Frame Construction
OCCUPANCY CLASS : Business
NO. OF OCCUPANTS : 0

--GSA INFORMATION----------

BUILDING TYPE : Federal Center
LAST BER : 11/06/96
QUALITY INDEX : 0

--APPRAISAL INFORMATION----------

REPLACEMENT COST : 6,388
APPRAISAL YEAR : 1996
APPRAISAL SOURCE : Marshall Valuation Servic
OUTLEASE AMOUNT : 0
PERCENTAGE OCCUPIED : 0%

--HBPP STAGE II ZONES----------

ZONE 1:	0	ZONE 4:	2
ZONE 2:	0	ZONE 5:	0
ZONE 3:	0	ZONE 6:	0

--EXECUTIVE SUMMARY----------

SIGNIFICANCE

A report prepared concurrent with the HBPP provides supporting materials for the nomination of the Federal Center to the National Register of Historic Places. The final decision concerning the Center's eligibility is the responsibility of the "Keeper of the Register". However, these supporting materials find that, since the surviving complex of buildings is but a remnant, and as each of the surviving, original buildings within the Center has been substantially altered, the Federal Center may not retain sufficient integrity to be determined eligible

ARCHITECTURAL DESCRIPTION

The Alameda Federal Center comprises a remnant of the U.S. Maritime Service Officers School, Alameda. The school was designed in 1942 by U.S. Coast Guard engineers and constructed in 1942-43 on a 32-acre site. Closed in 1953 and deactivated in 1954, the site was declared surplus in 1957. Most of the property was sold in 1961 and many of the buildings were subsequently demolished. The federal government retained ownership of a portion of the former campus containing the original barracks, mess hall, several academic buildings, and miscellaneous other structures. Known as the Alameda Federal Center, this 7.6-acre facility provides leased office and laboratory space to a wide variety of federal agencies. The siting of the Federal Center is organized by streets and drives adjacent to and within the property. Although interconnected by a series of covered walkways, the Federal Center buildings are individual structures, separated by streets and landscaped grounds. All original buildings in the Federal Center are one or two-story wood frame structures, with concrete perimeter foundation walls; flat, built-up roofs; cement-asbestos shingle siding; flat wood trimwork; and aluminum windows. The covered walkways are wood post-and-beam construction, again with flat, built-up roofs. Second Floor exterior exit stairs throughout the complex, either added or replacing original wood stairs during the 1980s, are of lightweight steel and concrete, with steel guardrails. Landing and entry structures, including short flights of stairs up to the First Floor, are wood frame with wood finish materials. Originally wood panel doors, all exterior doors are now aluminum and glass.

Building 12 is a "sewage plant" sited across McKay Avenue, north and east of the remainder of the Federal Center. It is a tiny, L-shaped, concrete block structure with a flat overhanging roof.

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--D O C U M E N T A T I O N----------

--M A J O R I M P R O V E M E N T S / M O D I F I C A T I O N S----------

DATE: 1942-1943 CONSTRUCTION: Built DESCRIPTION: Original Construction
COST: 0 CONTRACTOR/DESIGNER: Unknown OCCUPATION: Architect

RECORDED IMPROVEMENT/MODIFICATION COSTS: $0

****

--I N S P E C T I O N T E A M I N F O R M A T I O N----------

DATE OF INSPECTION: 10/12/95

INSPECTION TEAM

(1) Mark Hulbert
Project Architect
Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154
AREAS: All
INSPECTION TIME: 8.0 hrs.
REPORT TIME: 4.0 hrs.

(2) Sheri Williams
Intern Architect
Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154
AREAS: All
INSPECTION TIME: 8.0 hrs.
REPORT TIME: 140.0 hrs.

(3)
AREAS:
INSPECTION TIME: 0.0 hrs.
REPORT TIME: 0.0 hrs.

DATA ENTRY

DATE OF DATA ENTRY: 02/21/96
NAME: Sheri Williams
ADDRESS: Page & Turnbull
724 Pine Street
San Francisco, CA 94108
(415) 362-5154

INSPECTION BACKGROUND

The interior of Building 12 was not accessible for inspection.

ZONE NUMBER	ZONE TITLE	NUMBER OF SLIDES
4A	EXTERIOR ELEVATIONS	1
4B	BUILDING INTERIORS	0

SLIDE	TITLE	SLIDE	TITLE
CA077701	WEST ELEVATION		

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE
CA077701	WEST ELEVATION		

ZONE NUMBER	ZONE TITLE
4A	EXTERIOR ELEVATIONS

Building 12 is a "sewage plant" sited across McKay Avenue, north and east of the remainder of the Federal Center. It is a tiny, L-shaped, concrete block structure with a flat overhanging roof.

FREE -- DOES NOT CONTRIBUTE TO HISTORIC SIGNIFICANCE OF THE BUILDING

SLIDE	TITLE	SLIDE	TITLE

ZONE NUMBER	ZONE TITLE
4B	BUILDING INTERIORS

The interior of Building 12 contains sewage treatment equipment. This building was not accessible for interior inspection.

APPENDICES

STATEMENT OF SIGNIFICANCE

STATEMENT OF SIGNIFICANCE

Under National Register criterion A for the period 1943 to 1946, the Maritime Officers School, Alameda appears to possess significance as one of two officer schools of the U.S. Maritime Service during World War II. The Maritime Service played a key role in the war, training officers and seamen to operate the merchant fleet, described as "the lifeline of democracy" supplying overseas troops. Alameda provided a total of 6,513 officers.

The essential physical features of the property could be divided into two groups: the working buildings and the living buildings. The living buildings included barracks, mess hall, firehouse, infirmary, garage, and store, all having to do with the routine necessities of any community. The working buildings and features included administration, auditorium, indoor swimming pool, parade ground, seamanship building, night-vision classroom, anti-aircraft building, the mast assembly, the pier, the engineering building, and the academic building. Of these two groups, the working buildings and features have a more direct relation to the significance of the property. This is especially true of those buildings whose purpose was uniquely related to the special nature of the school's training its maritime training. These are the indoor swimming pool, the seamanship building, the night-vision classroom, the anti-aircraft building, the mast assembly, the pier, the engineering building, and the academic building. Of these, only the seamanship building, the engineering building, and the academic building survive. These constitute an inadequate fragment of the whole to convey its significance as a district.

Through demolitions, there is a loss of integrity of design, materials, feeling, and association. Through redevelopment of much of the site, there is a loss of integrity of setting, feeling, and association.

Individually, the buildings of greatest potential significance are those especially designed for maritime training. The academic building, which was the center of training for deck officers, and the engineering building, which was the center of training for officers in the engineering department, like the other buildings on the G.S.A. property, have been painted and most windows have been replaced. In addition, the specialized interior of the engineering building has been remodelled and subdivided. These buildings have also lost integrity.

Under National Register criterion C for the period 1943, the Maritime Officers School, Alameda appears to possess significance for its design as a rare example of an early modern campus design, as a large example of a Bay Region style complex, and as an exemplification of World War II planning and design.

The essential physical features are the plan of streets and open space, including the parade ground; all the buildings, which were designed as a harmonious whole with asbestos-cement siding, brown walls and white trim; the mast assembly and the pier. Nearly half of the major buildings including the two largest have been demolished; the character of the open space has changed some has been developed; and every building on G.S.A. property has been painted and has had windows replaced.

As a district under criterion C, there is a loss of integrity of design, materials, feeling, and association through demolitions and new development, and through a new color scheme and replacement of original windows with aluminum sash. As individual buildings, because the complex was designed as a

whole without strong focal buildings, none of those on G.S.A. property stand out. All have lost integrity through painting and window replacement.

For the period of the Korean War, from 1950 to 1953, the Maritime Officers Training Station, Alameda appears to possess significance under National Register criterion A for its contribution to the Korean War. It may also possess exceptional significance under criteria consideration G, essential for eligible properties under 50 years of age. As in World War II, the station was associated with the critical effort to supply troops.

As above, there is a loss of integrity through demolitions and remodeling which render the property ineligible as a district. Using "Interim Guidance: Treatment of Cold War Historic Properties for U.S. Air Force Installations" (June 1993) as a reference, the individual structures on G.S.A. property which are eligible for consideration are those directly related to the mission of the property: the academic building and the engineering building. As above, these have lost integrity through substantial remodeling since the end of the period of significance, and they are not eligible.

HISTORY

HISTORIC NAME: United States Maritime Service Officers School

OTHER NAMES: United States Maritime Service Training Station/Alameda Federal Center

SITE HISTORY

Introduction

The Alameda Federal Center comprises a remnant of the U.S. Maritime Service Officers School, Alameda, one of two schools established by the United States Maritime Service during World War II to train deck and engineering officers for duty on American merchant vessels. The school was designed in 1942 by U.S. Coast Guard engineers and constructed in 1942-43 on a 32-acre site by the Fred J. Early, Jr. Co. of San Francisco. Minor additions were made through the early 1950s. The school's name and mission changed in 1947. Redesignated the U.S. Maritime Service Training Station, Alameda, the facility offered an expanded curriculum of refresher and upgrading courses for merchant seamen and officers. Closed in 1953 and deactivated in 1954, the site was declared surplus in 1957. Most of the property was sold in 1961 and many of the buildings were subsequently demolished. The federal government retained ownership of a portion of the former campus containing the original barracks, mess hall, several academic buildings, and miscellaneous other structures. Known as the Alameda Federal Center, this 7.6-acre facility is managed by the General Services Administration, providing leased office and laboratory space to a wide variety of federal agencies. Adjoining the Alameda Federal Center is Robert W. Crown Memorial State Beach, containing a small number of buildings, structures, and objects, and extensive landscape features, associated with the U.S. Maritime Service Officers School.

Establishment of the U.S. Maritime Service Officers School, Alameda
(Note: numbers in brackets, i.e., [No. 1], refer to building numbers in the Alameda Federal Center)

The U.S. Maritime Service Officers School at Alameda had its beginnings in December 1938, when the Maritime Service established its first training station in the San Francisco Bay region. Originally a refresher school for licensed and unlicensed seamen, and later known as the U.S. Maritime Service Prospective Licensed Officers School, it was located on Government Island (now known as Coast Guard Island), a small dredged island in the Oakland-Alameda Estuary within Alameda city limits. The school shared buildings and other facilities with the Coast Guard and various federal agencies. Although one barracks building was eventually built for the school (in 1941), most students resided off the island, some in a riverboat moored on the Estuary, others in a hotel in downtown Oakland. Initially, three-month courses were offered for officer candidates as well as for unlicensed seamen. By 1941, the school's mission had changed to training officer candidates exclusively in intensive four-month courses.

With the growing wartime demand for trained maritime officers, the constricted Government Island facility was deemed inadequate. In August 1942, the War Shipping Administration authorized Commander Alfred G. Ford, USNR, superintendent of the Government Island school, to conduct a survey of other potential school sites in the region. After surveying a number of locations in northern California, Ford recommended purchase of a site on San Francisco Bay about one mile from Government Island, on the south shore of the island city of Alameda.

The site chosen for the school had been occupied since the 1870s by a succession of bathing resorts, the best known and most recent of which was

Neptune Beach. In business from 1917 to 1939, this large resort covered, at its height in the late 1920s and 1930s, about 40 acres of mostly reclaimed land. Neptune Beach featured two large outdoor swimming pools, roller coasters, numerous other rides and concessions, picnic grounds, a dance hall, a movie theater, and year-round apartments and rental cottages. Extensive dredging operations in the mid-1920s had extended the resort to the south and west, into the bay. Neptune Beach went bankrupt in 1939, and most of the buildings were demolished in 1940 (the movie theater, an apartment building, and some bungalows were left standing).

The property passed through several owners before being purchased by the federal government on September 14, 1942, at a cost of $97,500. Excluded from the transfer was a strip of former resort land fronting on Central Avenue (including the Neptune Palace movie theater and Neptune Court apartment building) and a rectangular parcel at the parcel's east end (containing the Neptune By The Sea bungalows), totaling about 8 acres. All in all, title to approximately 32 acres of upland and 75 acres of tideland passed to the federal government. In essence, the site consisted of a wide peninsula of level, reclaimed land connected to the mainland on the north and encompassed on three sides by shallow bay water.

Construction began on October 29, 1942, and was 90 percent finished when the school first opened on January 29, 1943. The remaining construction was virtually completed in time for the formal dedication the following summer. Cost of construction when the facility was dedicated was approximately $2 million. The Fred J. Early, Jr. Co. of San Francisco served as general contractor. According to the *Alameda Times-Star* (Jan. 26, 1943), the school was designed by "Coast Guard engineers in Washington under Admiral Harvey F. Johnson."

The campus contained three distinct sections demarcated by the north-south axis of McKay Avenue and the east-west axis of the parade grounds. McKay Avenue, the school's access road, ran south from Central Avenue to a terminus on the site's southern shore. West of this road were the school's barracks, mess halls, and academic facilities. The asphalt-paved parade grounds, occupying the site of the larger of Neptune Beach's swimming pools, extended east from McKay Avenue near its juncture with Central Avenue. North of the parade grounds was a row of three large buildings: the administration building, fronting on McKay; a combination auditorium and gymnasium; and an indoor swimming pool or training basin (adjoined by a small pump house). South of the parade grounds and east of McKay Avenue was an extensive landscaped area bordered by a curving beach on the south, the former Neptune Beach picnic grounds. This area, with its trees, was retained for open space and athletic fields. Fronting on the east side of McKay Avenue south of the parade grounds were three buildings: a firehouse, a ship's service store (snack bar, retail goods, barber and tailor), and an infirmary.

Most of the school's larger buildings were named for famous 19th-century clipper ships: Flying Cloud Hall (administration building); Shenandoah Hall (gymnasium/auditorium); Westward Ho! Hall (indoor pool); Red Jacket Hall (ship's service store); Savannah Hall (engineering building) [No. 1]; Daniel Webster Hall (academic building) [No. 3]; Challenge Hall (night-vision room); Celestial Hall (anti-aircraft training building); Glory of the Seas Hall (seamanship building/boathouse); Palmyra Hall (equipment building/garage) [No. 4]; Sovereign of the Seas Hall (mess and galley) [No. 2D]; and Young America, Hurricane, Golden Light, Great Republic, Comet, Sterling, Dreadnought, Staghound, and Lightning halls (barracks) [Nos. 2A-2C, 2E-2G, 5-7]. Yosemite Hall (firehouse) and Red Cross Hall (infirmary) were the only two buildings not named for ships. The school's principal street derived its name from Donald McKay, a famous 19th-century Boston shipbuilder (who built many of the clipper ships listed above), while the other streets on the campus--Anderson,

Cressy, Gardner, Samuels, Richardson--were named for well-known clipper captains.

The formal dedication of the U.S. Maritime Service Officers School, Alameda, was held on Saturday, July 10, 1943. In attendance were Captain Edward Macauley, USN (ret.), deputy administrator of the War Shipping Administration, and Telfair Knight, assistant deputy administrator. The ceremony was broadcast live on national radio and by short-wave radio to American troops overseas. The school's first superintendent, Commander Alfred G. Ford, USNR, who had charge of all Maritime Service schools between San Francisco and Seattle, left in January 1944 to take command of the U.S. Maritime Service Officers School at Fort Trumbull, Connecticut. His replacement, Commander Malcolm E. Crossman, USNR, transfered from the superintendency of the maritime school on Hoffman Island, New York, would retain command of the Alameda facility until its closure in 1953.

Curriculum of the U.S. Maritime Service Officers School, Alameda

Students from the Government Island school moved into the new facility over the weekend of February 6-7, 1943 (administrative staff began arriving a week earlier). The old school was closed and its facilities were turned over to the Coast Guard. The new school's nine barracks could house up to 1,100 men (students and staff). At least 750 students attended the school at any one time, served by an administrative and instructional staff of between 100 and 200 persons. The first class at Alameda graduated in April 1943. From then until April 1946, when the last class was graduated prior to a change in mission, the school turned out approximately 200 licensed officers per month. During this three-year period, more than 6,000 maritime officers were commissioned.

Enrollment in the U.S. Maritime Service Officers School, Alameda, was open to American citizens with a minimum of 14 months experience in the deck or engine departments of ocean-going, coastwise, or Great Lakes merchant vessels of American registry. Once enrolled, a student was known as an "officer candidate" and was provided with food, lodging, textbooks, uniforms, and $126 monthly salary for the duration of his studies. Intensive, four-month courses were offered in two separate departments (deck and engine room). At the end of the training program, officer candidates sat for their licenses by taking examinations conducted by Coast Guard inspectors. Graduates of the deck officer's course received a Third Mate rating; engine-room graduates were rated Third Assistant Engineer. (Officer candidates with extensive sea-time could receive higher ratings upon graduation, i.e., as Second or First Mate, or as Second or First Assistant Engineer.)

Engine-room instruction, which dealt with the construction, operation, and maintenance of various marine propulsion systems, was concentrated in the engineering building (Savannah Hall) [No. 1] at the north end of the campus. In this building were laboratories with working and cut-away models of diesel engines, reciprocating steam engines, turbines, pumps, refrigeration units, and boilers. Students learned to fabricate and repair engine parts in a machine shop equipped with lathes, power saws, mills, and welders. The school's heating plant, located at the west end of the building, served a pedagogic role as a functioning display boiler. Engineering students were also required to take classes in mathematics, physics, chemistry, thermodynamics, metallurgy, and mechanical drawing.

The deck officer's course emphasized all aspects of seamanship not specifically related to the engine room. Among the subjects taught were navigation, ship handling, cargo handling, signaling, convoy procedure, elements of ship construction, and maritime law and regulations. The training of deck officer candidates took place in a cluster of buildings and outdoor facilities at the south end of the campus. Classroom instruction and lectures

were given in the academic building (Daniel Webster Hall) [No. 3]. The distinctive, bow-fronted seamanship building (Glory of the Seas Hall) was the deck student's version of the engineering laboratories. On the upper floor overlooking the bay was a mock-up of a ship's bridge equipped with a steering wheel, magnetic compass, gyro-repeater, chronometers, radio direction finder, chart tables, intercom telephone, engine-room telegraph, and a fire detection system. Atop the building was a flying bridge with binnacle, pelorus, and signal-flag mast. The school's 12 lifeboats, two rafts, and launch were stored on the ground floor of the building.

Grouped around the seamanship building were other specialized training structures. To the north was a small building (Challenge Hall) opened late in 1943, containing the night-vision room (nicknamed the "black market" for its jet-black walls). Here students were placed on a revolving platform and taught to identify ship silhouettes in convoy conditions as bursts of light simulated the effects of gunfire, lightning, starshells, flares, and reflected fire from a burning ship. Next to this building was the anti-aircraft training building (Celestial Hall), a tall structure with a steeply sloping shed roof (which also was not completed until late in 1943). Inside was a Polaroid Sighting Trainer, consisting of a large concave screen onto which were projected moving images of aircraft; "bullets" from the training gun were seen as tracers, with the number of shells fired and hits made recorded electronically. West of the seamanship building, on the shore, was a full-scale ship's mast, with booms, set into a concrete base equipped with hatches. Steam-powered winches gave students realistic practice in the handling and stowage of cargo. During the war years, a barrage balloon of the type used in convoys flew from the mast. A small, L-shaped pier off the end of McKay Avenue was used to practice small-boat handling. The pier was equipped with a variety of davits for hoisting lifeboats, and exercises were held on the bay simulating conditions at sea, such as going alongside and abandoning ship.

All students at the school were required to take swimming and survival classes in the "training basin," a 40'x100' swimming pool situated north of the parade grounds. Originally open-air, the pool was enclosed by a building late in 1943 or 1944 and named Westward Ho! Hall. Lifeboat drills and abandon-ship techniques, which involved diving from a high, canted platform resembling the deck of a sinking ship, were practiced in the pool. Students were also taught to swim through fire by setting kerosene ablaze on the water.

Instruction at the school was supplemented by classes at the University of California and by field trips to various sites around the bay such as shipyards and refrigeration plants. Celestial navigation students made weekly visits to the Chabot Observatory.

Facilities for rest and relaxation included the auditorium, the swimming pool, various outdoor facilities, a snack bar in the ship's service store, and a library stocked with novels, magazines, and newspapers. The 800-seat auditorium was used for weekly screenings of first-run movies, monthly dances at graduation time, and nationally broadcast performances by famous entertainers like Tommy Dorsey, Kay Kyser, and Jack Benny. The auditorium doubled as a gymnasium for indoor sports and exhibitions by wrestlers and boxers, with locker rooms and bowling alleys on the lower level. Outdoor facilities included tennis courts (installed in 1944 at the east end of the parade grounds) and athletic fields in the landscaped area for baseball and other sports. The lifeboats could be rigged for sailing, and the school sponsored rowing crews which competed on a regular basis with crews from other Maritime Service schools.

Of the more than 6,000 officers graduated from the U.S. Maritime Officers School at Alameda during World War II, at least 51 were lost at sea in hostile action. A memorial in the form of a concrete pedestal was erected on the school grounds shortly after the war. It reads: "In Memory of the

Graduates of the Station who Gave Their Lives In the Service of Their Country, 1941-1945."

After the War: U.S. Maritime Service Training Station, Alameda

The surplus of trained men and ships after the war resulted in a changed curriculum for the U.S. Maritime Service Officers School, Alameda. The last class of officer candidates was graduated in April 1946. On January 1, 1947, the school was redesignated the U.S. Maritime Service Training Station, Alameda. So named, the facility would remain in operation for another seven years, until 1953, as a refresher and upgrading school for officers and seamen. The Alameda school was the only remaining Maritime Service training facility on the west coast after the war.

Although attendance was lower than during the war, the curriculum was expanded to three departments by adding a program for cooks, bakers and stewards. Upgrade and refresher courses varied in duration from one week to two months. The traditional deck and engine-room departments adapted to changes in technology. Courses in radar and Loran (Long Range Navigation) were offered for deck students, and new propulsion systems were studied in engineering. New facilities added during these years included a T-2 high-pressure diesel engine of the type used in modern tankers, installed in the engineering building in 1950, and a domed planetarium for celestial navigation instruction, constructed inside the anti-aircraft training building (unused since the war) in 1950-51.

The number of students and staff at the school steadily decreased during these years. By 1952, the training station was operating on a curtailed basis, with a staff of about 60 and about 150 students attending the school at any one time. A number of buildings were no longer in use. In October 1953, the Maritime Administration announced that the school would be "mothballed" and placed on reserve status for reasons of economy and federal policy. The school closed on November 30, 1953. Remaining staff members were discharged on January 31, 1954, the date on which the U.S. Maritime Service Training Station, Alameda, was officially deactivated.

Recent History of the Site

On November 30, 1957, the deactivated Alameda facility was formally declared surplus property by the Maritime Administration. The reasons cited for this action were the cost of maintaining the site and the failure to find a tenant. The General Services Administration (GSA) assumed responsibility for the facility and began the dual process of securing tenants and disposing of property for which no tenants could be found. By 1959, GSA had inventoried and appraised the site in three separate parcels: a 7.6-acre parcel west of McKay Avenue (including a small parcel east of McKay), containing most of the school buildings; a 7.4-acre parcel east of McKay Avenue and north of the greensward, containing several large school buildings; and an approximately 92-acre parcel with relatively few large buildings, comprising the remainder of the upland (about 17 acres) and all of the tideland (about 75 acres). The 7.4-acre and 92-acre parcels were sold in 1961; the 7.6-acre parcel remained under federal ownership and is now known as the Alameda Federal Center.

The first property to be sold, in 1960, was the 7.4-acre parcel east of McKay Avenue, comprising the northeast corner of the former campus. The City of Alameda had hoped to acquire this property for use as a civic and recreation center but was unable to fund the purchase. The eventual high-bid purchaser, Morrison Bros., Inc., an Oakland development firm, assumed ownership in January 1961. The rectangular parcel contained the administration building (Flying Cloud Hall), the auditorium/gymnasium (Shenandoah Hall), the indoor swimming pool (Westward Ho! Hall), a small pumphouse adjacent to the

pool, and, bordering the buildings on the south, the parade grounds. As a means of reducing the property's tax liability, the new owners demolished all four buildings in February 1961. Five years later, on the northwest corner of the cleared parcel, Morrison Bros. built a supermarket for lease to Lucky Stores. The remainder of the parcel was subsequently sold and developed in 1969 as a 242-unit apartment complex known as the Park Webster.

Title to the 92-acre parcel was transfered in August 1961 to the State of California Division of Beaches and Parks. The State combined this acquisition with additional upland and tideland purchased (and leased) from the City of Alameda to create the Alameda Memorial State Beach. In 1967, the East Bay Regional Park District (EBRPD) entered into an agreement with the State to manage the beach park; site development began that year, with a grand opening held on June 10, 1967. The name was changed to Robert W. Crown Memorial State Beach in 1973 in honor of a state legislator who had been instrumental in its creation. Since the late 1970s, that portion of the state beach lying within the boundaries of the former maritime school has been known as Crab Cove. Bayfill projects from the 1950s and 1960s have enclosed the site on the east (parkland) and west (housing); only the site's southern shoreline remains intact.

Robert W. Crown Memorial State Beach includes most of the former school site east of McKay Avenue together with a triangular parcel west of the street, lying south of the present Alameda Federal Center. On the property when the State acquired it were 19 buildings, mostly sheds, associated with the former school. Six of the buildings, however, had been integral to the school. West of McKay Avenue stood the seamanship building/boathouse (Glory of the Seas Hall), the night-vision classroom (Challenge Hall), and the anti-aircraft/planetarium building (Celestial Hall). The principal buildings east of McKay, fronting on the street from north to south, were the firehouse (Yosemite Hall), the ship's service store (Red Jacket Hall), and the infirmary (Red Cross Hall). Four of these six buildings--the night-vision classroom, the anti-aircraft/planetarium building, the firehouse, and the ship's service store--were demolished in the mid-1960s by the State of California. Two buildings are still standing: the largely intact seamanship building, which serves as park offices and storage for the adjoining service yard, and the infirmary, which was remodeled by EBRPD in the 1970s as the Crab Cove Visitor Center (the building also houses a ranger's residence and the EBRPD's system-wide exhibit laboratory).

The State of California holdings also included the old school pier, at the south end of McKay Avenue; the mast assembly, at the southwest corner of the former campus; and the war memorial, presently located in the lawn area east of McKay Avenue. The pier and the mast assembly were demolished by the State of California in the mid-1960s.

The 7.6-acre parcel retained by the federal government, known since the mid-1960s as the Alameda Federal Center, has been administered by General Services Administration since 1959. (The formal transfer of title and jurisdiction, from the Department of Commerce, Maritime Administration, to the General Services Administration, Public Buildings Service, occurred on June 29, 1962.) The Alameda Federal Center includes within its boundaries most of the larger buildings that comprised the U.S. Maritime Service Officers School/Training Station. These consist of the engineering building, or Savannah Hall [No. 1]; the academic building, or Daniel Webster Hall [No. 3]; the mess and galley, or Sovereign of the Seas Hall [No. 2D]; nine barracks--Young America, Hurricane, Golden Light, Great Republic, Comet, Sterling, Dreadnought, Staghound, and Lightning halls [Nos. 2A-2C, 2E-2G, 5-7]; and the garage/equipment building, or Palmyra Hall [No. 4]. Five small structures, used for storage and utility [Nos. 8-12], are mostly of recent construction. Demolitions within the Alameda Federal Center since the 1960s have been minimal, including the former school gatehouse on McKay Avenue, several sheds

fronting on Richardson Avenue, and a boiler room at the west end of Building No. 1. Extensive interior alterations were first undertaken in 1968-69. Most windows were replaced with aluminum sash in 1986.

Under GSA management, the facility has been leased to a succession of federal tenants over the past 36 years. The first tenant was the Office of Civil Defense and Mobilization (OCDM), which occupied the entire facility from November 1959 to November 1965. OCDM's Western Instructor Training Center at Alameda, one of three such facilities in the nation, offered one-week courses in radiological defense and normilitary disaster response for civil-defense instructors residing in the western United States. Approximately 5,000 persons were trained at the center during its six years of operation. Following the training center's closure in 1965, GSA renamed the facility the Alameda Federal Center and began leasing space to a number of tenants concurrently. As stated in a 1979 GSA survey report, the official mission of the Alameda Federal Center is "to provide general purpose space as required by Federal agencies in the geographical areas in which [they are] located."

Tenants since the late 1960s have included a wide variety of agencies, bureaus, and offices of the Departments of Agriculture, Commerce, Defense, Interior, and Treasury. All branches of the military--Army, Air Force, Navy, Marine Corps, and Coast Guard--have maintained recruiting stations or other functions at the Alameda Federal Center. While most buildings are now occupied by offices, Building No.1 has had a specialized use as a laboratory since the late 1960s. The Environmental Protection Agency operated a laboratory there until 1979 to monitor air and water pollution in Federal Region IX (the western United States and Pacific islands). The Department of Agriculture's Western Laboratory has been located in Building No.1 since the early 1980s.

The most dramatic events in the history of the Alameda Federal Center have been associated with the Bureau of Indian Affairs (BIA), a tenant in Building No. 2A from about 1968 to about 1980. On separate occasions, BIA's Alameda office was picketed, occupied, and bombed. In June 1968, 20 Indians from 12 tribes marched in front of the bureau's offices and distributed leaflets denouncing BIA policies. In March 1970, the BIA offices were occupied for seven hours by a group of Indians led by Richard Oakes, one of the leaders of the Indian occupation of Alcatraz. Finally, in the early morning of June 27, 1975, a bomb blast caused considerable damage to the BIA offices. A group calling itself the New World Liberation Front claimed credit for the bombing.

The site's recent physical history can be summarized as follows. The U.S. Maritime Service Training Station, Alameda, postwar successor to the U.S. Maritime Service Officers School, was deactivated in 1954 and declared surplus in 1957. The campus remained intact until 1961 when GSA disposed of most of the property to two outside owners, keeping 7.6 acres of the original 32-acre upland campus under federal ownership. Most major school buildings and structures beyond the boundaries of the Alameda Federal Center were demolished between 1961 and c. 1965. The exceptions are the seamanship building/boathouse (Glory of the Seas Hall), the infirmary (Red Cross Hall), and the war memorial, which have been retained within Robert W. Crown Memorial State Beach. The landscaped area east of McKay Avenue and the original southern shoreline also survive as parkland.

HISTORIC CONTEXTS

Historical Contexts

THE U.S. GOVERNMENT AND THE MERCHANT MARINE BACKGROUND

The officers and crew of non-military, commercial vessels of the United States, known as the merchant marine, were trained primarily by apprenticeship in the 19th and early 20th centuries. At the same time, a substantial number of officers were trained at state maritime academies. Prior to World War II, these were the New York Nautical School (later the New York State Maritime College) established in 1874 at Fort Schuyler, New York; the Massachusetts Nautical School (later the Massachusetts Maritime Academy) established in 1891 at Buzzard's Bay, Massachusetts; the Pennsylvania Maritime Academy established in 1920 at Philadelphia; the California Nautical School (later the California Maritime Academy) established in 1929 at Tiburon, California and re-established at Vallejo, California in 1942; and the Maine Maritime Academy established in 1941 at Castine, Maine.

Federal involvement with merchant marine personnel began slowly. In 1891, Congress established standards for officers on merchant ships carrying U.S. mail. By 1907, federal shipping commissioners were appointed in port cities to operate recruiting offices for merchant seamen. On March 4, 1911, federal aid was first provided for training of the merchant marine by congressional support of the state maritime schools. In 1920, the U.S. Shipping Board (established in 1916) attempted to establish training stations for inexperienced seamen on the east coast and the west coast, but the program died. Despite these efforts, the performance of the American merchant marine during World War I was unfavorably compared to those of almost every other country involved. This was followed by a scandal involving ocean mail contracts investigated by the Black Committee in 1928, and by the disasters of the ships Morro Castle and Mohawk in 1934, in which many people died. The merchant marine was implicated in each of these difficulties.

United States Maritime Service

At a time when the merchant marine was widely viewed as professionally deficient, and at the height of the depression when jobs were scarce, Congress passed the Merchant Marine Act of 1936 (enacted into law June 26, 1936). The Merchant Marine Act established government policy toward the merchant marine and created the U.S. Maritime Commission within the Department of Commerce to carry out that policy. Section 101 of the Merchant Marine Act stated that a merchant marine was "necessary for the national defense and development of . . . foreign and domestic commerce"; that the merchant marine should be sufficient to carry all commerce on all routes at all times; that it be "capable of serving as a naval and military auxiliary in time of war or national emergency"; that the merchant marine be operated under the U.S. flag; that it consist of well-equipped, American-built ships and that it be "manned with a trained and efficient citizen personnel." Thus, the Merchant Marine Act covered a wide range of maritime issues including the training of maritime personnel.

Under an amendment to the Merchant Marine Act enacted June 23, 1938, the Maritime Commission established the U.S. Merchant Marine Cadet Corps and the U.S. Maritime Service to train young men with experience at sea for positions in the merchant marine. The first two training stations established by the Maritime Commission, at Hoffman Island, near New York City and Government Island, next to Alameda, California, were in operation by the end of the year. A third training station opened at Fort Trumbull in New London, Connecticut in January 1939, at a former Coast Guard base.

In August 1939, the Merchant Marine Act was amended again to embrace inexperienced seamen in the training programs of the Maritime Service. The first station for inexperienced seamen opened in September 1939 in St. Petersburg, Florida. In November 1939, American merchant ships were withdrawn from the European war zone and newly unemployed seamen sought places in the new maritime schools. Another training station opened at Gallups Island in Boston Harbor by the end of the year and in July 1940, a sixth station opened at Port Hueneme, California.

Parallel to and separate from the training program and institutions of the Maritime Service was the Merchant Marine Cadet Corps, also under the Maritime Commission. Under this program, the U.S. Merchant Marine Academy was established, with its students comprising the cadet corps (the use of Cadet Corps to refer to Merchant Marine Academy students altered the meaning of the term "cadet" within the merchant marine. The term previously referred to an apprentice to an officer on a ship. It continued to refer to students in the state academies). The Merchant Marine Academy was first located at New London, Connecticut in 1940 and afterwards was at Fort Schuyler, New York before moving permanently to King's Point, New York in March 1942. As part of the Cadet Corps program, students at the Merchant Marine Academy spent a period of basic training at schools in Biloxi (opened 1940), followed by Pass Christian, Mississippi and San Mateo, California.

World War II

With the outbreak of the war, and the awareness that the needs for ships and personnel would increase dramatically, the Maritime Service training programs were administratively relocated twice in a short period. On February 28, 1942, under Executive Order 9083, the programs were placed under the Coast Guard. Then on July 11, 1942, under Executive Order 9198, they were placed under the War Shipping Administration. The War Shipping Administration was concerned with the operation of merchant vessels, including both the building of ships and the training of personnel. In the context of the war, the training programs of the Maritime Service rapidly expanded in size and scope. Merchant marine officers and crew were needed to man the rapidly expanding fleet of merchant vessels which were in turn needed to supply the troops abroad. A program was developed to establish schools for officers, unlicensed seamen, radio operators, upgrading, and various specialties.

Officers' schools would be at the existing training stations at Fort Trumbull, Connecticut and at a relocated station in Alameda, California. Fort Trumbull was already located in a long-established facility, but Alameda would move from Government Island to a new campus, opening in 1943. Unlicensed seamen's schools would be at existing stations at St. Petersburg, Florida and Hoffman Island, New York; at a large new station at Sheepshead Bay, New York; and at Avalon, California on Santa Catalina Island which was a relocation of the earlier station at Port Hueneme. The unlicensed schools all opened by the end of 1942. Radio schools were established at the existing stations at Gallups Island, Maine and Hoffman Island, New York. Upgrading schools for advancing in rank were established in San Francisco (at 1000 Geary Street and at San Francisco Junior College), New York, Seattle, New Orleans, Baltimore, Boston, Wilmington, California, and Portland, Oregon. Specialist schools were established in the following areas: for turbo-electric and high pressure turbine propulsion in Syracuse, New York, Chester, Pennsylvania, and at the Marin Shipyard in Sausalito, California; for signalling in San Francisco (1000 Geary), New York, and New Orleans; for barrage balloons in New York and San Francisco (1000 Geary); for river pilot training in Saint Louis; for diesel

engines in Milwaukee; for high pressure geared turbines in Baltimore and Richmond, California (at the Kaiser shipyard). Maritime Service Centers in New York and San Francisco (1000 Geary) were the sites of many specialty schools and other activities. The U.S. Maritime Institute, established in New York City in January 1944, provided correspondence courses for seamen.

The curriculum within the various types of schools of the Maritime Service varied according to their purposes. For example, the officer training schools of the Maritime Service at Fort Trumbull and Alameda, like the Merchant Marine Academy, prepared students to become officers on ships. At the end of the program, the graduate was prepared to serve as a Third Mate, on deck, or Third Assistant Engineer in the engine room. For admission, 14 months at sea was required in addition to Apprentice Seamen Training at Avalon, Sheepshead Bay, St. Petersburg, or Hoffman Island. Then, an officer candidate for the deck branch studied mathematics, trigonometric functions, instruments, operation and maintenance, gyro compass, navigation, piloting, communications and convoy procedure, international code, flag signals, seamanship, steering and sailing rules, inspection, cargo handling, first aid, drills, and watchstanding. An officer candidate for the engine department studied mathematics, trigonometric functions, turbines, boilers, inspection and maintenance, reciprocating engines, auxiliary machinery, principles of heat, electricity, mechanical drawing, machine shop, diesel engines, and drills in one course. In a second course for the engine branch, the officer candidate studied diesel theory and auxiliaries, electricity, laboratory, and shipboard. Throughout the Maritime Service, training was compressed during the war. For officer candidates at Alameda and Fort Trumbull, it was reduced to four months.

From the establishment of training programs under the Merchant Marine Act as amended in 1938, until December 1, 1945, the U.S. Maritime Service graduated 21,988 officers (Ft. Trumbull: 15,475; Alameda: 6,513). With the Merchant Marine Academy (7,291 officers) and the state maritime academies (2,707 officers), the training programs of the War Shipping Administration played a substantial role in America's achievements in World War II. The critical challenge of producing ships to deliver supplies, and manning those ships with competent officers and crews was met. By the end of the war, the United States had the largest merchant fleet and largest merchant marine in the world. The achievements of the shipbuilders were more spectacular and newsworthy than the equally necessary operation of the ships to support war efforts. At the same time, the activities of the merchant fleet put its operators in danger 5,638 merchant seamen and officers died and 581 were taken prisoners of war. The report of the War Shipping Administration to President Truman of January 15, 1946, stated that industrial production, the merchant marine, and the military formed a single fighting unit, and "In this capacity, the United States Merchant Marine, possessing finally the largest number of merchant ships in the United Nations' pool of shipping, can probably be credited as the greatest single strategic factor in the defeat of the axis powers."

After the War

Almost as soon as the war ended in August 1945, many of the training programs of the Maritime Service were shut down. The major facilities at Hoffman Island and Gallups Island and the numerous small special schools around the country closed by December 1945. The officer training school at Fort Trumbull closed in May 1946 and its programs were moved to Sheepshead Bay. At the same time, the Maritime Service developed ambitious plans to provide up-to-date training for all seamen every year. New Radar-Loran schools were opened in New York and Alameda in March 1946, and a third in New Orleans in August 1948.

While the Maritime Service itself planned optimistically for its future, in the larger context of the national economy there was substantial uncertainty and disagreement about the entire issue. The Maritime Service returned to its peacetime role when the War Shipping Administration ceased to exist on September 24, 1946 and its ongoing programs, including its training programs, were returned to the jurisdiction of the U.S. Maritime Commission. In the second half of 1946, big budget cuts forced another reduction in programs. Beginning January 1, 1947, the existing training programs were reorganized and reduced to six locations: Alameda and St. Petersburg, redesignated U.S. Maritime Service Training Stations for unlicensed seamen; Maritime Service Centers in New York and San Francisco for specialized short courses; the U.S. Maritime Institute in New York for correspondence courses; and officer and seamen training at Sheepshead Bay.

To address the uncertainties about the Maritime Service, President Truman appointed an Advisory Committee on the Merchant Marine which recommended in its report of November 1, 1947, continuing the training program as a long-term effort.

By 1950, unemployment among merchant marine personnel had reached its peak. On May 24, 1950, under Reorganization Plan 21 of 1950, the U.S. Maritime Commission was abolished. Some of its programs were transferred to the Federal Maritime Commission, and others, including the Maritime Service and its training programs, were transferred to the Maritime Administration. Shortly after this reorganization, on June 30, 1950, St. Petersburg and Pass Christian (associated with the Merchant Marine Academy) were closed, and the Maritime Institute was moved from New York to Sheepshead Bay. On this same day, American troops landed in Korea, and there followed a temporary resurgence for the merchant marine and its training programs. With the end of the Korean War in sight (the treaty was signed July 27, 1953), the Committee on Appropriations of the House of Representatives commissioned an appraisal of what was then called the Maritime Training Program. Despite the recommendation of this report, on March 11, 1953, to maintain the program with few changes, Alameda was closed on November 30, 1953, and Sheepshead Bay was closed the following year. Only the Merchant Marine Academy was left in operation, of the many training facilities established under the Merchant Marine Act of 1936. Maritime training died out of a combination of budget problems, labor objections, and the indifference of the shipping industry.

Architecture, Planning and Construction

World War II was one of the major turning points in the development of the architecture of the United States, including that of the Bay Area. The architecture of the U.S. Maritime Service exemplified the enormous developments that were created or boosted by wartime conditions. The campus of the Maritime Officers Training Station, Alameda, as it was built, exemplified those developments in the Bay Area.

The war itself produced an unprecedented demand for buildings of all sorts in a short period of time. This put a strain on the supply of building materials, especially steel, which peaked in mid 1942. The needs of the military depleted the labor supply and in particular, the supply of skilled labor. The sheer size of the government effort in all areas produced a critical need for economy of costs. Of necessity, wartime building had to be uncomplicated in design and standardized in parts as much as possible. Construction firms were under pressure to achieve new levels of efficiency through management, prefabrication, and replication of tasks producing

repeatable parts. Designers looked to new materials when traditional ones were hard or impossible to get. At the time when the Alameda school was planned, materials were in especially short supply. The asbestos-cement siding (called by various brand names including cemesto and transite) used on the buildings was a common solution at the time. The 700 and 800 series standard plans developed by the Army in 1940 and 1941 provided an example of economical, rapidly buildable buildings.

Many architects who had been to architecture school in the 1930s were predisposed to the kinds of solutions demanded by the war. Many schools had introduced new ideas into the curriculum, represented by European modernists like Walter Gropius, Mies van der Rohe, and Le Corbusier. The old Beaux-Arts traditions were fading, or in a few cases were rejected completely. During the depression of the 1930s when architectural work was scarce, there were a number of large government housing projects under the Farm Security Administration which provided relevant experience for wartime conditions. California was one of the principal centers of this work. A number of Bay Area architects, including Vernon De Mars and William W. Wurster, designed public housing before the war.

Architects of wartime projects looked to the new images of modernism because old traditional images (of Gothic or classical design) were expensive and unnecessary, but mostly because the new images represented the new work that was being done. The new images reflected the rational design process, the use of new techniques and materials, the efficient construction process and the functions of large complexes with repeatable units of space and structure.

For the schools of the Maritime Service, architects looked both to traditions of campus planning and to military traditions. In the years just before the war, several of the most prominent examples of modern architectural design were university projects. Among these were Goucher College in Towson Maryland (1938) by Moore and Hutchins, Florida Southern College (1938) in Lakeland by Frank Lloyd Wright, Black Mountain College (1939) in North Carolina by Walter Gropius and Marcel Breuer, and Illinois Institute of Technology (1940) by Mies van der Rohe.

In the Bay Area, there was already a developing regional version of modernism, exemplified in the work of William W. Wurster and others. This work softened the imagery of machinery and technology of the Europeans with colors and materials that harmonized with the California landscape. Among school buildings, Carmel Woods School by Kump & Falk (1941), was a relevant example.

The U.S. Maritime Service reused existing facilities in a number of its training stations, including Fort Trumbull and Avalon. For its new projects, a number of different designers and different approaches were taken. Just before the war, identical designs were prepared by the U.S. Public Buildings Administration for the training stations in St. Petersburg and Port Hueneme. These were large T-plan structures, with additional wings, which incorporated staff residences, barracks for students, dining halls, recreation areas, an auditorium and administrative offices. The various wings were linked by screen porches. These were smooth, white concrete structures with hip roofs. In December 1941, Architectural Forum called the completed St. Petersburg facility "Federal architecture at its best". The supervising engineer of the Public Buildings Administration said, "As we look at these clean, modern, well constructed buildings, we have a feeling that, as a result of training in these schools, the graduated classes of men will be just as clean and snappy in appearance."

Another project, built as an adjunct to the Merchant Marine Academy (therefore, not for the Maritime Service, but for a parallel agency and for exactly the same purpose) was illustrated in the September 1943 Architectural Forum. This school, designed by Gardner Dailey for a bayfront site in San Mateo, was described as "one of the outstanding designs of the entire war building program". The design placed barracks and other buildings in a wooded site around a central open space oriented to the bay. The design was praised for its economy and accommodation to the scarcity of materials on the one hand, and on the other, for its "subtlety and skill", its landscaping, and its "California Style". The buildings were generally two-story stained redwood structures with white painted trim.

How does the design of the Maritime Officers Training Station in Alameda relate to wartime construction in general and to other similar facilities? In plan, the Alameda station is a variation on the standard plans of scores of military installations built in the first two years of the war. Its public buildings originally lined an open space and, like so many others, there is a grid-like arrangement of identical parallel barracks. The buildings are of standard stud-frame construction, clad in cement-asbestos panels, an available material. They are modern in appearance, making no historic references, but are characterized by horizontal lines, flat walls and roofs, and bands of identical windows. At the same time, they originally possessed the typical features of early Bay Area modernism brown walls with white trim and sun shading by means of projecting horizontal panels at the levels of the second floor and the roof. In addition, in some buildings, projecting vertical walls at the ends, frame the facade.

While the campus possesses stylistic elements like those of Gardner Dailey's Merchant Marine campus in San Mateo, its orientation to the landscape is very different. Here it is the main street rather than a central open space which has the principal orientation to the bay, and rather than feeling placed in the landscape as in San Mateo, here the buildings themselves create the landscape. Thus, Alameda seems less successful as an example of Bay Area Modernism than San Mateo, while possessing many of the features which are related to that important period in Bay Area architecture. At the same time it was an early and attractive example of a modern campus in the United States, which met and exemplified the stringent requirements of wartime buildings. The comment about the St. Petersburg campus, that its clean, modern look ought to produce men who are "just as clean and snappy in appearance" could also have been made here.

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LIST OF BUILDINGS

Existing Buildings of the Federal Center

Current Building Number	GSA Building Number	Current Use or Name	Historic Use and Name
1	CA0761KK	FDA Laboratories	Engineering Building "Savannah Hall"
2A	CA0762KK	Federal Offices	Barracks Building "Young America Hall"
2B	CA0763KK	Federal Offices	Barracks Building "Hurricane Hall"
2C	CAO765KK	Federal Offices	Barracks Building "Golden Light Hall"
2D	CA0773KK	Offices, Maintenance, Meeting Hall	Mess and Galley "Sovereign of the Seas Hall"
2E	CA0769KK	Federal Offices	Barracks Building "Great Republic Hall"
2F	CA0767KK	Federal Offices	Barracks Building "Comet Hall"
2G	CA0768KK	Federal Offices	Barracks Building "Sterling Hall"
3	CA0764KK	Federal Offices, Lecture Hall	Academic Building "Daniel Webster Hall"
4	CA0766KK	Storage	Equipment Building "Palmyra Hall"
5	CA0770KK	Federal Offices	Barracks Building "Dreadnought Hall"
6	CA0771KK	Federal Offices	Barracks Building "Staghound Hall"
7	CA0772KK	Federal Offices	Barracks Building "Lightening Hall"
8	--	Storage and Grounds	—
9	--	Trash	—
10	--	Storage	—
11	--	Recently Demolished	—
12	CA0777KK	Sewage Treatment	Sewage Treatment
13	CA0779KK	Elevator Equipment	—

Existing, Original Buildings not within the Federal Center			
(14)	--	East Bay Parks	Seamanship Building "Glory of the Seas Hall"
(15)	--	East Bay Parks	Infirmary "Red Cross Hall"
(16)	--	East Bay Parks	War Memorial
Demolished Original Buildings			
[17]	--	—	Gatehouse
[18]	--	—	Administration Building "Flying Cloud Hall"
[19]	--	—	Auditorium/Gymnasium "Shenandoah Hall"
[20]	--	—	Training Basin "Westward Ho! Hall"
[21]	--	—	Pumphouse
[22]	--	—	Firehouse "Yosemite Hall"
[23]	--	—	Ship's Service Store "Red Jacket Hall"
[24]	--	—	Night-Vision Classroom "Challenge Hall"
[25]	--	—	Anti-Aircraft Training "Celestial Hall"
[26]	--	—	Mast Assembly
[27]	--	—	Pier